

**FHWA-Indiana Environmental Document**  
**CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM**  
**General Project Information**

<b>Road No./County:</b>	State Road (SR) 244 in Rush and Shelby County
<b>Designation Number(s):</b>	1600801
<b>Project Description/Termini:</b>	Roadway Rehabilitation Project – From 0.35 miles west of I-74 at the intersection of Michigan Road to 0.06 mile west of Deer Creek (5.41 miles total length).

<b>X</b>	<b>Categorical Exclusion, Level 2</b> – Required Signatories: INDOT DE and/or INDOT ESD
	<b>Categorical Exclusion, Level 3</b> – Required Signatories: INDOT ESD
	<b>Categorical Exclusion, Level 4</b> – Required Signatories: INDOT ESD and FHWA
	<b>Environmental Assessment (EA)</b> – Required Signatories: INDOT ESD and FHWA
	<b>Additional Investigation (AI)</b> – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

**Approval**

_____	_____
INDOT DE Signature and Date	INDOT ESD Signature and Date
_____	
FHWA Signature and Date	

**Release for Public Involvement**

 11/16/2022 _____ INDOT DE Initials and Date	N/A _____ INDOT ESD Initials and Date
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**Certification of Public Involvement**

\_\_\_\_\_

INDOT Consultant Services Signature and Date

**INDOT DE/ESD Reviewer Signature and Date:**

\_\_\_\_\_

**Name and Organization of CE/EA Preparer:**

\_\_\_\_\_ Mackenzie Knotts and Leigh Montano, CHA Consulting, Inc.

# Indiana Department of Transportation

County Rush and Shelby Route SR 244 Des. No. 1600801

Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

## Part I – Public Involvement

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If No, then: Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

\*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

### Notice of Survey:

Notice of Entry letters were mailed to potentially affected property owners near the project area on June 29, 2020, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, page G-1.

**Section 106:** To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of No Adverse Effect was published in the *Shelbyville News* on October 7 and 12, 2022, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on November 12, 2022. The text of the public notice and the affidavit of publication appear in Appendix D, page D-206. No public comments were received during this period.

### Public Information Meeting

On behalf of INDOT, CHA Consulting, Inc. conducted a public information meeting (PIM) for the project. Legal Notice of Public Information Meeting (PIM) was published in the *Shelbyville News* and *Rushville Recorder* on June 30, 2021, and July 7, 2021, and sent to adjacent landowners by the project, locally elected officials, and a representative of INDOT (see legal notice; Appendix G, pages G-2 to G-3). Additionally, a project page was created on the INDOT website <https://www.in.gov/indot/about-indot/central-office/welcome-to-the-greenfield-district/s.r.-244-project-in-shelbyrush-counties/>.

The PIM was held on July 14, 2021, in the Saint Vincent Catholic Church, 4218 E Michigan Rd, Shelbyville, IN 46176. Twenty-four (24) people signed in at the meeting, all general public attendees (see sign-in sheet; Appendix G, pages G-4 to G-6). The PIM started with INDOT and consulting project team introductions followed by a formal presentation; consisting of the purpose and need for the project, the scope of the project, the alternatives considered, an overview of the environmental process, and proposed design information (see presentation; Appendix G, pages G-7 to G-26). After the presentation, the meeting allowed for informal project discussion, providing the attendees the opportunity review project displays and plans. At this time, attendees were given the opportunity to ask questions of the project representatives.

Everyone that attended the hearing was provided an opportunity to take an information packet, which included a summary of the proposed improvements and methods available to comment on the project (see information packet; Appendix G, pages G-27 to G-31). Comments from the public were accepted via comment sheets, U.S. Postal Service, email, and telephone through July 29, 2021. Two (2) comments were received at the meeting and during the response period that followed (see correspondence; Appendix G, pages G-32 to G-33). The comments received consisted of concerns about buried utilities near the roadway and impacts to a Christmas tree farm located along SR 244.

### Public Hearing

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

# Indiana Department of Transportation

County Rush and Shelby

Route SR 244

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## Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

## Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: Greenfield

Local Name of the Facility: SR 244 – Rush and Shelby Counties

Funding Source (mark all that apply): Federal  State  Local  Other\*

\*If other is selected, please identify the funding source: \_\_\_\_\_

### PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

#### Need:

The need for the project is due to the deteriorated conditions of the roadway pavement, inadequate drainage, and absence of standard safety measures such as shoulders and compliant guardrails. The current roadway has exhibited moderate to severe edge cracking due to the lack of paved or consistent shoulder. The roadside drainage ditches are shallow to non-existent in portions of the project area while other portions have very steep grades, increasing road hazards to travelers in both instances. There is a large portion of the project area built on a rock wall with a sheer drop off from the road. The existing guardrail throughout the project area does not meet current design and safety standards. These conditions can be found in the Engineer Report Excerpt in Appendix I (pages I-15 to I-34).

#### Purpose:

The primary purpose of the project is to improve roadway conditions for maintained vehicular usage, to update the roadway and safety features to modern roadway safety standards and address repeated maintenance concerns along the corridor.

### PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Rush and Shelby Municipality: N/A

Limits of Proposed Work: From 0.35 mile west of I-74 at the intersection of Michigan Road to 0.06 mile west of Deer Creek

Total Work Length: 5.41 Mile(s) Total Work Area: 35.5 Acre(s)

Is an Interstate Access Document (IAD)<sup>1</sup> required?  
If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

Yes <sup>1</sup>	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: _____	

<sup>1</sup>If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.

Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

INDOT, with funding from the Federal Highway Administration (FHWA), is proposing to proceed with a roadway rehabilitation project on SR 244 from Michigan Road to 0.06 mile west of Deer Creek.

This is page 3 of 31 Project name: SR 244 Roadway Rehabilitation Project Date: November 16, 2022

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### Location:

The proposed undertaking is located on SR 244, from the intersection of Michigan Road and SR 244 (0.35) miles west of I-74 in Liberty Township, Shelby County, Indiana for 5.41 miles east to 0.06 mile west of Deer Creek in Orange Township, Rush County, Indiana. Specifically, it is located within Sections 12 and 13, Township 12 North, Range 7 East and Sections 7, 8, 9, 10, 11, 14, 15, 16, 17 and 18, Township 12 North, Range 8 East as shown on the attached 7.5 minute Waldron and Adams, Indiana, United States Geological Survey (USGS) quadrangle map (Appendix B, page B-2).

### Existing Conditions:

SR 244 is functionally classified as a Rural Major Collector within the project area. SR 244 consist of one 11-foot travel lanes in each direction. The shoulders are 2 feet wide from the near east I-74 interchange ramps to the near west I-74 interchange ramps. There are no existing shoulders throughout the rest of the project area. According to INDOT's Traffic Count Database System, SR 244 had an Annual Average Daily Traffic (AADT) volume of 1,996 Vehicles Per Day (VPD) in 2024. The posted speed limit along SR 244 in the project area is 50 mph.

There is minor transverse and longitudinal cracking along SR 244. The pavement is starting to develop some moderate severity edge cracks. The majority of the existing pavement is narrow with no shoulders. The ditches are shallow or nonexistent throughout a majority of the project area. Where ditches exist, they are directly adjacent to the edge of the white line causing a potential safety hazard to motorists. The majority of the existing edge cracking is occurring in these areas. The underlying pavement below the surface is showing signs of stripping, which is the loss of bond between aggregates (e.g. sand, gravel, crushed stone, slag or rock dust) and the asphalt binder. Land use in the project area consists of residential and agricultural properties located to the north and south of the project area, and a religious facility is located at the west end of the project area.

### Preferred Alternative

The proposed project will involve a Hot Mix Asphalt (HMA) overlay from Michigan Road to just east of I-74. The existing pavement for the remainder of the project area will be milled and resurfaced in some locations with full depth replacement in other locations. New pavement will be installed for new shoulders and the roadway will be slightly re-aligned in some areas to avoid potential historic resources. The rehabilitated roadway will provide two 11-foot travel lanes with 5-foot usable (4-foot paved) shoulders.

Eleven maintenance pipes will be replaced, four new maintenance pipes will be installed in a new location, four maintenance pipes will be removed within the project area, two small structures will be replaced, and one small structure will be extended. Please refer to Appendix I, pages I-1 to I-3 for the structure work details. Additionally, six driveway culverts will be replaced, one driveway culvert will be removed, and thirty new driveway culverts will be installed as a result of this project (Appendix I, pages I-1 to I-3). Three bridges, SR 244 over I-74 (Structure No. 244-73-04184 C), SR 244 over Conns Creek (Structure No. 244-73-05843 C), and SR 244 over Little Conns Creek (Structure No. 244-70-08039) are within the project area but will not be impacted by the proposed project. The existing approach guardrail at Conns Creek will be replaced to meet current INDOT standards.

There is no documented existing right-of-way, except at 3 parcel locations from previous projects; therefore, it is assumed the existing right-of-way is at the edge of pavement. Permanent right-of-way will be required for the road widening and a study area has been set which extends up to a width of approximately 140 feet in some locations. It is anticipated that approximately 35.11 acres of both permanent and temporary right-of-way will be required from an anticipated 64 parcels. There will be no relocations as a result of this project.

### Maintenance of Traffic (MOT):

The recommended maintenance of traffic (MOT) will be broken up into multiple phases. For the project area between Michigan Road and I-74, the MOT will make use of flaggers for the pavement resurfacing. The remaining portion of the project area will provide a full closure with a detour for SR 244 due to the narrow existing roadway. The closure of SR 244 will be phased in 1-mile sections (three segments 74 to CR 600 E, CR 600 E to county line, county line to end of project) to maintain traffic in certain sections as other sections are being built.

### Purpose and Need Evaluation:

The project will address the need by improving the deteriorated conditions of the roadway pavement, inadequate drainage, and install and update safety measures to modern standards.

### Logical Termini/Independent Utility:

The termini of the project are those necessary to address the deteriorated pavement, absence of shoulders, substandard side slopes, and inadequate roadway drainage. The proposed work is not required by recent or planned changes to the SR 244 facility, nor does the proposed work induce any other upgrades to the SR 244 facility in this area. Therefore, this project has independent utility.

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## OTHER ALTERNATIVES CONSIDERED:

*Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.*

Three (3) alternatives were considered as part of the proposed project. The preferred alternative is described above in the Project Description section of this document. The two (2) additional alternatives are described below.

### Added Shoulders – Both Sides of The Roadway:

This alternative meets the identified purpose of the project, which is to improve the roadway conditions and update the roadway and safety features to modern roadway safety standards. This alternative also included the realignment of the curves of SR 244 through the Harker Family Farms and Orchard. However, this alternative would require more right-of-way be purchased and would have more environmental impacts along SR 244, therefore this was not selected as the preferred alternative and was dismissed from further consideration.

### Do Nothing:

This alternative does not address the identified purpose of the project, which is to improve the existing roadway and safety conditions. This alternative will result in safety risks and continual closures of SR 244 in the future for maintenance and is not deemed prudent. This alternative will not be considered further.

### The No Build Alternative is not feasible, prudent or practicable because (Mark all that apply):

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe):

<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

## ROADWAY CHARACTER:

*If the proposed action includes multiple roadways, complete and duplicate for each roadway.*

Name of Roadway SR 244 – Rush and Shelby Counties  
 Functional Classification: Rural Major Collector  
 Current ADT: 1,996 VPD (2024) Design Year ADT: 2,483 VPD (2044)  
 Design Hour Volume (DHV): N/A Truck Percentage (%) 18  
 Designed Speed (mph): 50 Legal Speed (mph): 50

	Existing		Proposed	
Number of Lanes:	2-one in each direction		2-one in each direction	
Type of Lanes:	Travel			
Pavement Width:	11	ft.	11	ft.
Shoulder Width:	2-foot, between the I-74 ramps; none throughout the rest of the project area		5-foot, 4-foot paved	
Median Width:	0	ft.	0	ft.
Sidewalk Width:	0	ft.	0	ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

## BRIDGES AND/OR SMALL STRUCTURE(S):

*If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both*

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existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): CLV-8231 (Structure No. 101) Sufficiency Rating: N/A  
 (Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:	Corrugated Metal Pipe	Reinforced Metal Pipe
Number of Spans:	1-15"	1 – 24"
Weight Restrictions:	N/A ton	N/A ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	N/A ft.	N/A ft.
Outside to Outside Width:	N/A ft.	N/A ft.
Shoulder Width:	0 ft.	5-foot, 4-foot paved ft.

Structure/NBI Number(s): CV 244-073-1.12 (Structure No. 102) Sufficiency Rating: 8 – July 21, 2021 Culvert Inspection Report  
 (Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:	Concrete Box	Concrete Box
Number of Spans:	1-4 ft	1-4 ft
Weight Restrictions:	N/A ton	N/A ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	N/A ft.	N/A ft.
Outside to Outside Width:	N/A ft.	N/A ft.
Shoulder Width:	0 ft.	5-foot, 4-foot paved ft.

Structure/NBI Number(s): CV 244-073-1.51 (Structure No. 103) Sufficiency Rating: 7- July 21, 2021 Culvert Inspection Report  
 (Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:	Corrugated Metal Pipe Arch	Concrete Box
Number of Spans:	1-73"	1-7 ft
Weight Restrictions:	N/A ton	N/A ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	N/A ft.	N/A ft.
Outside to Outside Width:	N/A ft.	N/A ft.
Shoulder Width:	0 ft.	5 foot – 4 foot paved ft.

Structure/NBI Number(s): N/A (Structure No. 104) Sufficiency Rating: N/A  
 (Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:	N/A	Reinforced Concrete Pipe
Number of Spans:	N/A	1 - 42"
Weight Restrictions:	N/A ton	N/A ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	N/A ft.	N/A ft.
Outside to Outside Width:	N/A ft.	N/A ft.
Shoulder Width:	0 ft.	5 foot – 4 foot paved ft.

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Structure/NBI Number(s): CLV-8234 (Structure 105) Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Corrugated Metal Pipe		N/A
Number of Spans:	1 – 15"		N/A
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	0	ft.	N/A

Structure/NBI Number(s): CLV-8235 (Structure No. 106) Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Corrugated Metal Pipe		Reinforced Concrete Pipe
Number of Spans:	1 – 18"		1-18"
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	0	ft.	5-foot, 4-foot paved

Structure/NBI Number(s): CLV-8236 (Structure No. 107) Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Corrugated Metal Pipe		Reinforced Concrete Pipe
Number of Spans:	1 – 18"		1 – 18"
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	0	ft.	5-foot, 4-foot paved

Structure/NBI Number(s): CV 244-073-3.22 (Structure No. 108) Sufficiency Rating: 7- July 21, 2021 Culvert  
Inspection Report  
(Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Concrete Box		Concrete Box
Number of Spans:	1-4 ft		1-5 ft
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	0	ft.	5-foot, 4-foot paved

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Structure/NBI Number(s): CLV-8237 (Structure No. 109) Sufficiency Rating: N/A  
(Rating, Source of Information)

	<b>Existing</b>		<b>Proposed</b>
Bridge/Structure Type:	Corrugated Metal Pipe		Reinforced Concrete Pipe
Number of Spans:	1 – 12"		1 – 15"
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	0	ft.	5-foot, 4-foot paved

Structure/NBI Number(s): N/A (Structure No. 109a) Sufficiency Rating: N/A  
(Rating, Source of Information)

	<b>Existing</b>		<b>Proposed</b>
Bridge/Structure Type:	N/A		Reinforced Concrete Pipe
Number of Spans:	N/A		1 – 15"
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	0	ft.	5-foot, 4-foot paved

Structure/NBI Number(s): CLV-8238 (Structure No. 110) Sufficiency Rating: N/A  
(Rating, Source of Information)

	<b>Existing</b>		<b>Proposed</b>
Bridge/Structure Type:	Corrugated Metal Pipe		Reinforced Concrete Pipe
Number of Spans:	1 – 18"		1 – 24"
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	0	ft.	5-foot, 4-foot paved

Structure/NBI Number(s): CLV-8239 (Structure No. 111) Sufficiency Rating: N/A  
(Rating, Source of Information)

	<b>Existing</b>		<b>Proposed</b>
Bridge/Structure Type:	Corrugated Metal Pipe		Reinforced Concrete Pipe
Number of Spans:	1 – 15"		1 – 15"
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	0	ft.	5-foot, 4-foot paved

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Structure/NBI Number(s): CLV-8242 (Structure No. 112) Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Corrugated Metal Pipe		Concrete Box
Number of Spans:	1 – 30"		1-5 ft
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	0	ft.	5-foot, 4-foot paved

Structure/NBI Number(s): CLV-8243 (Structure No. 113) Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Corrugated Metal Pipe		Reinforced Concrete Pipe
Number of Spans:	1 – 18"		1 – 15"
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	0	ft.	5-foot, 4-foot paved

Structure/NBI Number(s): N/A (Structure No. 114) Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Corrugated Metal Pipe		Reinforced Concrete Pipe
Number of Spans:	N/A		1 – 15"
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	0	ft.	5-foot, 4-foot paved

Structure/NBI Number(s): CLV-8247 (Structure No. 115) Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Dual Corrugated Metal Pipe		Box Culvert
Number of Spans:	2 – 15"		1 – 24"
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	0	ft.	5-foot, 4-foot paved

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Structure/NBI Number(s): CLV- 8233 (Structure No. 116) Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Reinforced Concrete Pipe		Corrugated Metal Pipe	
Number of Spans:	1 – 15"		1 – 48"	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	0	ft.	5-foot, 4-foot paved	

Structure/NBI Number(s): CLV- 8240 Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Corrugated Metal Pipe		Corrugated Metal Pipe	
Number of Spans:	1 – 15"		1 – 15"	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	0	ft.	5-foot, 4-foot paved	

Structure/NBI Number(s): CLV- 8250 Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Corrugated Metal Pipe Arch		Corrugated Metal Pipe	
Number of Spans:	1 – 36"		1 – 36"	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	0	ft.	5-foot, 4-foot paved	

*Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.*

Eleven maintenance pipes will be replaced, four new maintenance pipes will be installed in a new location, four maintenance pipes will be removed within the project area, two small structures will be replaced, and one small structure will be extended. Please refer to Appendix I, pages I-1 to I-3 for the structure work details. Additionally, eight driveway culverts will be replaced, two driveway culverts will be removed, and 30 new driveway culverts will be installed as a result of this project (Appendix I, pages I-1 to I-3).

Three bridges, SR 244 over I-74 (Structure No.244-73-04184 C), SR 244 over Conns Creek (Structure No. 244-73-05843 C), and SR 244 over Little Conns Creek (Structure No. 244-70-08039) are within the project area but will not be impacted by the proposed project.

**MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:**

Is a temporary bridge proposed?  
 Is a temporary roadway proposed?  
 Will the project involve the use of a detour or require a ramp closure? (describe below)  
 Provisions will be made for access by local traffic and so posted.

Yes	No
	<b>X</b>
	<b>X</b>
<b>X</b>	
<b>X</b>	

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	<b>Yes</b>	<b>No</b>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.*

The MOT for the project will occur in four phases requiring partial closure of SR 244, maintaining traffic in certain sections as other sections are being built. In the first phase, during the resurfacing of the roadway between Michigan Road to I-74 the MOT will require a single lane closure, with two-way traffic maintained through the use of a flagger. In the second phase, SR 244 will be fully closed from I-74 to County Road (CR) 600 W while construction is completed in this area. SR 244 will be fully closed from CR 600 to CR S 1000 W while construction is completed in this area in the third phase. The fourth phase will also require a full closure of SR 244 from CR S 1000 W to Deer Creek while construction is completed in this area. The detour will utilize I-74 and SR 3 (Appendix B, page B-60). The detour is approximately 24.85 miles and is expected to be in place for 12 months. Access will be maintained to all local properties during construction.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences will cease upon project completion.

**ESTIMATED PROJECT COST AND SCHEDULE:**

Engineering: \$ 741,000 (2020) Right-of-Way: \$ 1,000,000 (2023) Construction: \$ 4,312,451 (2024)

Anticipated Start Date of Construction: Fall 2023

**RIGHT OF WAY:**

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	2.72	0.07
Commercial	0.00	0.00
Agricultural	28.82	0.00
Forest	0.55	0.00
Wetlands	0.00	0.00
Other:	0.00	0.00
Other:	0.00	0.00
<b>TOTAL</b>	<b>32.13</b>	<b>0.07</b>

*Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.*

The apparent existing right-of-way (ROW) extends to the edge of the existing pavement on either side of the centerline. Therefore, the project will require approximately 32.13 acres of permanent ROW: 28.82 acres from agricultural land, 0.55 acre from forested land, and 2.72 acres of residential land. The ROW will extend to a maximum width of 60 feet on the south side of SR 244 and 55 feet on the north side of SR 244. The project will require approximately 0.07 acre of temporary ROW; 0.07 acre of residential land. (Appendix B, pages B-54 to B-88).

If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

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### Part III – Identification and Evaluation of Impacts of the Proposed Action

#### SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on February 4, 2021, May 18, and 20, 2021, and December 28, 2021 (Appendix C, pages C-1 to C-5).

Agency	Date Sent	Date Response Received	Appendix Page(s)
Federal Highway Administration	February 4, 2021	No response received	N/A
Natural Resources Conservation Service	September 27, 2022	October 3, 2022	C-19 to C-21
National Park Service, Midwest Regional Office	February 4, 2021	No response received	N/A
USACE, Louisville District	February 4, 2021	No response received	N/A
US Department of Housing & Urban Development	February 4, 2021	No response received	N/A
IDNR, Division of Fish and Wildlife	February 4, 2021	March 5, 2021	C-13 to C-15
IDNR, Division of Oil and Gas	February 4, 2021	February 5, 2021	C-16
IDEM, Automatic Response	May 18, 2021	May 18, 2021	C-6 to C-12
Indiana Geological and Water Survey	May 18, 2021	May 18, 2021	C-17 to C-18
INDOT, Greenfield District	February 4, 2021	No response received	N/A
INDOT, Public Involvement	February 4, 2021	No response received	N/A
INDOT, Central Office	February 4, 2021	No response received	N/A
Eighth Coast Guard District	February 4, 2021	No response received	N/A
Rush County Commissioners	February 4, 2021	No response received	N/A
Rush County Council	February 4, 2021	No response received	N/A
Rush County Highway Superintendent	February 4, 2021	No response received	N/A
Rush County Surveyor	February 4, 2021	No response received	N/A
Milroy Elementary School	February 4, 2021	No response received	N/A
Flat Rock Amish School	February 4, 2021	No response received	N/A
Rush County Schools	February 4, 2021	No response received	N/A
Shelby County Commissioners	February 4, 2021	No response received	N/A
Shelby County Council	February 4, 2021	No response received	N/A
Shelby County Highway Superintendent	February 4, 2021	No response received	N/A
Shelby County Surveyor	February 4, 2021	No response received	N/A
Central Indiana Land Trust	February 4, 2021	No response received	N/A
Shelby Eastern School Corporation	February 4, 2021	No response received	N/A
Rush County Soil and Water Conservation District	May 20, 2021	No response received	N/A
Shelby County Planning Commission	December 28, 2021	No response received	N/A
Anderson Township Fire Department/Milroy EMS, Inc.	December 28, 2021	No response received	N/A
Waldron Volunteer Fire Department	December 28, 2021	No response received	N/A
Shelbyville Chief of Police	December 28, 2021	No response received	N/A
USFWS Information for Planning and Consultation (IPaC)	November 22, 2021	November 23, 2021	C-22 to C-40
USFWS, Ecological Field Office	November 17, 2021	November 24, 2021	C-41 to C-43
St. Vincent DePaul Catholic Church	September 27, 2022	No response received	N/A

Resource specific recommendations are included in the applicable sections throughout the remainder of this document. All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

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**SECTION B – ECOLOGICAL RESOURCES:**

**Streams, Rivers, Watercourses & Other Jurisdictional Features**

- Federal Wild and Scenic Rivers
- State Natural, Scenic or Recreational Rivers
- Nationwide Rivers Inventory (NRI) listed
- Outstanding Rivers List for Indiana
- Navigable Waterways

Presence

<b>X</b>

Impacts

Yes	No
<b>X</b>	

Total stream(s) in project area: 276 Linear feet      Total impacted stream(s): 96 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
UNT to Little Lewis Creek (UNT 1)	Intermittent	28	0	The UNT 1 flows south seasonally due to groundwater and precipitation under SR 244, just east of Michigan Road (Appendix F, page F-10). UNT 1 drains into Little Lewis Creek, eventually draining into Flatrock River, a Waters of the U.S, therefore UNT 1 is also considered a Waters of the U.S. The stream is considered poor quality.
UNT to Conns Creek (UNT 2)	Intermittent	74	19	UNT 2 flows south, fed by tile outlets, under SR 244, 0.7 mile east of I-74 (Appendix F, page F-11). UNT 2 is hydrologically connected to Conns Creek, a Waters of the U.S, therefore UNT 2 is also considered a Waters of the U.S. The stream is considered poor quality.
Conns Creek	Perennial	38	0	Conns Creek flows south under SR 244, 0.3 mile east of S CR 700 E (Appendix F, page F-15). Conns Creek drains into Flatrock River that connects to with the East Fork White River, a traditional navigable waterway (TNW) and Waters of the U.S. Therefore, Conns Creek is also considered a Waters of the U.S. The stream is considered good quality.
UNT to Conns Creek (UNT 4)	Intermittent	97	77	UNT 4 flows south seasonally due to groundwater and precipitation under SR 244, 0.1 mile east of Conns Creek (Appendix F, page F-15). UNT 4 drains into Conns Creek, a Waters of the U.S, therefore UNT 4 is also considered a Waters of the U.S. The stream is considered average quality.
Little Conns Creek	Perennial	39	0	Little Conns Creek flows south under SR 244, 0.6 mile east of S CR 800 E (Appendix F, page F-17). Little Conns Creek drains into Conns Creek, a Waters of the U.S, therefore Little Conns Creek is also considered a Waters of the U.S. The stream is considered good quality.

*Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on the desktop review, the aerial map of the project area (Appendix B, pages B-3 to B-11), and the RFI report (Appendix E, pages E-14 to E-18) there are twelve (12) streams, rivers, watercourse or other jurisdictional features within the 0.5-mile search radius. There are four mapped streams, rivers, watercourse or other jurisdictional features within the project area. This number was confirmed by a site visit conducted by CHA Consulting, Inc., on September 29 and 30, 2020.

A *Waters of the U.S. Determination/Wetland Delineation Report* was completed for the project on May 21, 2021. INDOT Ecology and Waterway approved the report on May 24, 2021. Please refer to Appendix F, pages F-1 to F-31 for the *Waters of the U.S. Determination/Wetland Delineation Report*. Five streams (Conns Creek, Little Conns Creek, UNT 1, UNT 2, and UNT 4) were identified within the project area and are

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likely under the jurisdiction of the U.S. Army Corps of Engineers (USACE). An additional stream, UNT 3, was identified outside the project area to the south (Appendix F, page F-12) and is not expected to be impacted. The USACE makes all final determinations regarding jurisdiction.

### **Jurisdictional Features:**

#### **Conns Creek**

Conns Creek is a perennial stream with an ordinary high-water mark (OHWM) 60 feet wide and 2 feet deep with substrate consisting primarily of cobble and gravel. A total of 38 linear feet of Conns Creek is within the project area. Conns Creek flows all year round and is a USGS mapped blue line perennial stream. The stream has a narrow to wide forested riparian buffer consisting of upland and wetland areas with surrounding agriculture and residential land use. Conns Creek has a drainage area of 56 square miles and provides good aquatic habitat including pools and riffles. Based on these attributes, the stream is considered good quality. Conns Creek continues to flow south outside the project area and drains into Flatrock River that connects with the East Fork White River, a TNW and likely considered a Waters of the U.S. Due to this perennial hydrologic connection, Conns Creek is also likely considered a Waters of the U.S. and is jurisdictional under the USACE. The USACE makes all final determinations regarding jurisdiction.

Conns Creek is listed as impaired for E. coli. Workers who are working in or near the project area should take care to wear appropriate PPE, observe proper hygiene procedures, including regular handwashing, and limit personal exposure. Workers will be informed, and this will be included in the *Environmental Commitments* section of this CE document.

#### **Little Conns Creek**

Little Conns Creek is a perennial stream with an OHWM 15 feet wide and 2 feet deep with substrate consisting mostly of gravel and cobble. A total of 39 linear feet of Little Conns Creek is within the project area. Little Conns Creek flows all year round and is a USGS blue line perennial stream. The stream has a very narrow to moderate riparian buffer with surrounding agriculture and residential use. Little Conns Creek provides aquatic habitat including pools and riffles and has a drainage area of 2 square miles. Due to all these characteristics, Little Conns Creek is considered average quality. Little Conns Creek continues to flow south outside the project area draining into Conns Creek, likely considered a Waters of the U.S. Due to this perennial hydrologic connection, Little Conns Creek is also likely considered a Waters of the U.S. The USACE makes all final determinations regarding jurisdiction.

#### **UNT 1 to Little Lewis Creek**

UNT 1 to Little Lewis Creek is an intermittent stream with an OHWM 2.5 feet wide and 0.5 foot deep with a substrate consisting mostly of silt and sand. A total of 28 linear feet of UNT 1 are within the project area. UNT 1 flows intermittently due to seasonal water flow from groundwater and precipitation; however, is not a USGS blue line stream. The stream has a very narrow riparian buffer with the surrounding area dominated by high intensity row cropping and development. The stream has a drainage area of 1.1 square mile and has some aquatic habitat except during dry periods. Due to all these attributes, the stream is considered poor quality. UNT 1 flows southwest outside the study area and appears to be connected via underground drainage tiles to Little Lewis Creek. Little Lewis Creek drains into Flatrock River, likely considered a Waters of the U.S. Due to this intermittent hydrological connection, UNT 1 is also likely considered a Waters of the U.S. and is jurisdictional under USACE. The USACE makes all final determinations regarding jurisdiction.

#### **UNT 2 to Conns Creek**

UNT 2 is an intermittent stream with an OHWM 2.5 feet wide and 0.5 foot deep with a substrate consisting mostly of silt and gravel. A total of 74 linear feet of UNT 2 are within the project area. UNT 2 flows intermittently due to water flow from groundwater and precipitation indicated by hydrophytic vegetation observed along the stream channel and is a USGS mapped blue line intermittent stream. The stream has a very narrow riparian buffer with high intensity row cropping in the surrounding area. The drainage area is less than 0.33 square mile, and the stream has some aquatic habitat, except during dry periods. Due to these characteristics, the UNT 2 is considered poor quality. UNT 2 is hydrologically connected to Conns Creek, likely considered a Waters of the U.S. Due to this intermittent hydrologic connection, UNT 2 is also likely considered a Waters of the U.S. and is jurisdictional under USACE. The USACE makes all final determinations regarding jurisdiction.

#### **UNT 4 to Conns Creek**

UNT 4 is an intermittent stream with an OHWM 3.0 feet wide and 0.5 foot deep with substrate consisting of silt, gravel, and cobble. A total of 97 linear feet of UNT 4 are within the project area. UNT 4 flows intermittently due to seasonal water flow from groundwater and precipitation indicated by the surrounding wetland, however, the stream is not mapped as a USGS blue line stream. The stream has a narrow to wide forested riparian buffer consisting of upland and wetland areas with surrounding agriculture and residential land use. The stream has a drainage area of 0.63 square mile and has some aquatic habitat except during dry periods. Due to these characteristics, the stream is considered average quality. UNT 4 flows south outside the project area and drains into Conns Creek, a likely Waters of the U.S. Due to this intermittent hydrological connection, UNT 4 is also likely considered a Waters of the U.S. and is jurisdictional under USACE. The USACE makes all final determinations regarding jurisdiction.

### **Non-jurisdictional Features:**

#### **Roadside Ditches (RSD)**

Three roadside ditches were observed within the study area. RSD 1 is located 0.5 mile east of I-74 along the north side of SR 244 and totals 0.015

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acre (656 linear feet by 1 foot wide). RSD 2 is located along S CR 600 E and curves west along SR 244 for 0.25-mile and totals of 0.105 acre (1,517 linear feet by 3 feet wide). RSD 3 is located 0.27 mile east of Little Conns Creek along the north side of SR 244 and total 0.004 acre (181 linear feet by 1 foot wide). These features were designed along the roadway to convey storm water, were excavated within upland areas, drain upland water, and did not contain hydrophytic vegetation. Due to these reasons, these features are likely not considered Waters of the U.S. The USACE makes all final determinations regarding jurisdiction.

The project will impact approximately 40.07 feet of UNT 2 through additional stream encapsulation and placement of scour protection (Appendix B, page B-65). Of these impacts, 19 feet (0.001 acre; 0.88 cys) are due to placement of the culvert extension and approximately 21.07 linear feet of riprap (0.001 acre; 0.98 cys). Additionally, the project will impact approximately 77 feet of UNT 4 through additional stream encapsulation and placement of scour protection (Appendix B, page B-72). Of these impacts 77 feet (0.003 acre; 4.28 cys) are due to placement of the lengthened culvert and approximately 21.30 linear feet of riprap (0.001 acre; 1.18 cys).

Early coordination letters were sent to the National Park Service (NPS), USACE, the US Coast Guard, and the Indiana Department of Natural Resources (IDNR) on February 4, 2021 (Appendix C, pages C-1 to C-5). The NPS, USACE, and US Coast Guard did not respond to the early coordination letter.

The IDNR responded on March 4, 2021, and included a number of recommendations to avoid and minimize impacts to fish and wildlife through structure dimensions that enable favorable aquatic organism passage and stabilize banks with native materials and bioengineering methods. The IDNR also included recommendations to restrict excavation and minimize disturbance in the channel and riparian corridor near the waterways and minimize, contain inchannel disturbances within project limits, tree clearing restrictions, erosion control techniques, and revegetation techniques (Appendix C, pages C-13 to C-15).

All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Open Water Feature(s)	Presence	Impacts	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retention/Detention Basin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on a desktop review, the aerial map of the project area (Appendix B, pages B-3 to B-11), and the RFI report (Appendix E, pages E-14 to E-18), there is one (1) open water feature located within the 0.5-mile search radius. There are no open water features mapped within or adjacent to the project area. Based on the site visit conducted on September 29 and 30, 2020, by CHA Consulting, Inc., no open water features are present within or adjacent to the project area; therefore, no impacts are expected.

Wetlands	Presence	Impacts	
		Yes	No
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total wetland area: 1.083 Acre(s) Total wetland area impacted: 0.065 Acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland A	Forested	1.065	0.065	Wetland A is located between Conns Creek and UNT 4. Due to the wetland being located within the floodplain, its moderate cover of invasive plants and surrounding forested land use, it is considered good quality. The wetland directly abuts Conns Creek,

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Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
				a jurisdictional stream. Due to this connection, Wetland A is also considered a Waters of the U.S.
Wetland B	Emergent	0.018	0	Wetland B is located adjacent to and west of Conns Creek. Due to the wetland being located within the floodplain, its moderate cover of invasive plants, and surrounding forested land use, it is considered good quality. Due to its connection with Conns Creek, a jurisdictional stream, Wetland B is also considered a Waters of the U.S.

**Wetlands (Mark all that apply)**

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination

**Documentation**

X
X

**ESD Approval Dates**

<b>May 24, 2021</b>
<b>May 24, 2021</b>

**Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in** (Mark all that apply and explain):

- Substantial adverse impacts to adjacent homes, business or other improved properties;
- Substantially increased project costs;
- Unique engineering, traffic, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs.

X
X
X

*Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on a desktop review, the aerial map of the project area (Appendix B, pages B-3 to B-11), and the RFI report (Appendix E, pages E-14 to E-18) there are twenty-seven (27) mapped wetlands located within the 0.5-mile search radius. Six of the wetlands are mapped within or adjacent to the project area.

A site visit was conducted on September 29 and 30, 2020, by CHA Consulting, Inc. A *Waters of the U.S Determination/Wetland Delineation Report* was completed for the project on May 21, 2021. INDOT Ecology and Waterway Permitting Office approved the report on May 24, 2021. Please refer to Appendix F, pages F-1 to F-31 for the *Waters of the U.S Determination/Wetland Delineation Report*. It was determined that there are two wetlands within the project area. The USACE makes all final determinations regarding jurisdiction.

**Wetland A**

Wetland A is a forested wetland located adjacent to Conns Creek and runs east along SR 244. Dominant species include *Acer saccharinum* (silver maple, FACW), *Acer negundo* (box elder, FAC), *Fraxinus pennsylvanica* (green ash, FACW), *Phalaris arundinacea* (reed canary grass, FACW), and *Symphotrichum lanceolatum* (panicked aster, FAC). Based on the hydrologic connection with Conns Creek and UNT 4, its location within the floodplain, moderate cover of invasive plants and surrounding forested land use, the wetland is considered good quality. Project activities will result in a total of 0.065 acre of wetland impacts to Wetland A from the construction activities.

**Wetland B**

Wetland B is an emergent wetland located adjacent to Conns Creek on the west side. Dominant species included *P. arundinacea*, *Persicaria hydropiperoides* (swamp smartweed, OBL), *Pilea pumila* (Canadian clearweed, FACW), *Fallopia scandens* (climbing buckwheat, FAC), and *Cirsium arvense* (creeping thistle, FACU). Based on the hydrologic connection with Conns Creek, its location within the floodplain, moderate cover of invasive plants and surrounding forested land use, the wetland is considered good quality. Project activities will not result in any wetland impacts to Wetland B from the construction activities.

A Section 401 Water Quality Certification (WQC) and a Section 404 permit will be required for the proposed project. Mitigation is not anticipated, though will be determined during permitting.

As Wetland A and B border Conns Creek and run adjacent to SR 244 there is no practicable alternative to the proposed new construction in the wetland. The proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

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Early coordination letters were sent to the NPS, USACE, USFWS, IDEM, and IDNR on February 4, 2021 (Appendix C, pages C-1 to C-5). Coordination with IDEM was accomplished electronically through the standardized environmental review letter process (<http://www.in.gov/idem/5284.htm>) on May 18, 2021 (Appendix C, pages C-13 to C-19).

The NPS and USACE did not respond to the early coordination letter. The standard IDEM letter noted recommendations associated with obtaining permits for regulatory work in and near wetlands, such as fill or excavation within the wetland and mechanical clearing of wetlands (Appendix C, pages C-13 to C-19).

The IDNR responded on March 4, 2021, and included a number of recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, or botanical resources (Appendix C, pages C-13 to C-15). Recommendations for wetlands included do not excavate or place fill in any riparian wetland and any impacts to wetlands should be mitigated appropriately.

All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Terrestrial Habitat	<u>Presence</u>	<u>Impacts</u>	
	<input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Total terrestrial habitat in project area: 35.50 Acre(s) Total tree clearing: 1.05 Acre(s)

*Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.*

Based on a desktop review, a site visit on September 29 and 30, 2020, the aerial map of the project area (Appendix B, pages B-3 to B-11), and the RFI report (Appendix E, pages E-14 to E-18), there are five terrestrial habitats within or adjacent to the project area. Conns Creek, UNT 4, and Little Conns Creek are bordered by a wooded riparian corridor within and adjacent to the project area. Additionally, there is a forested wetland and an emergent wetland located within the project area. Throughout the project area there is mowed lawn as well as farmland.

The following vegetation types were noted within the project area: *A. saccharinum*, *Acer negundo* (boxelder), *Celtis occidentalis* (hackberry), *Juglans nigra* (black walnut), *Ulmus americana* (American elm), *Gleditsia triacanthos* (honey locust), *P. arundinacea*, *S. lanceolatum*, and *Festuca arundinacea* (tall fescue). The proposed project will impact approximately 35.50 acre of land. Approximately 1.05 acre of trees will be cleared for construction activities. All practicable measures to minimize harm to terrestrial habitat were considered and there are no practicable measures to minimize harm to terrestrial habitat to the proposed construction which would result in less impact.

Early coordination letters were sent to the NPS, USACE, USFWS, and IDNR on February 4, 2021 (Appendix C, page C-1 to C-5). The NPS, USACE, and USFWS did not respond to the early coordination letter.

The IDNR responded on March 4, 2021, with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, or botanical resources (Appendix C, pages C-13 to C-15). This included recommendations that all bare and disturbed areas that are not currently mowed be revegetated with vegetation native to Central Indiana, tree clearing restrictions, stream crossing design guidelines, and erosion control techniques.

All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

### Protected Species

#### Federally Listed Bats

	Yes	No
Information for Planning and Consultation (IPaC) determination key completed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 7 informal consultation completed (IPaC cannot be completed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 7 formal consultation Biological Assessment (BA) required	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Determination Received for Listed Bats from USFWS: NE  NLAA  LAA

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**Other Species not included in IPaC**

Additional federal species found in project area (based on IPaC species list)  
 State species (not bird) found in project area (based upon consultation with IDNR)

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Migratory Birds**

Known usage or presence of birds (i.e. nests)  
 State bird species based upon coordination with IDNR

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.*

Based on a desktop review and the RFI report (Appendix E, page E-5), completed by CHA Consulting, Inc. on June 2, 2021, the IDNR Shelby and Rush County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated February 4, 2021, (Appendix C, pages C-13 to C-15), the Natural Heritage Program's Database has been checked and stated "Central Indiana land Trust's Meltzer Woods Nature Preserve, and a central till plain flatwoods natural community, are located within 1/2 mile of the project area. The Division of Nature Preserves does not anticipate any impacts to the preserve or community as a result of this project." An INDOT 0.5-mile bat review occurred on September 11, 2021 and concluded that there are no documented sites within a half mile of the project area.

**Indiana Bat and Northern Long-Eared Bat**

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages C-35 to C-40). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). One other species was generated in the IPaC species list along with the Indiana bat and NLEB. Refer to paragraph below.

The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and NLEB, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A structure inspection occurred on September 29, 2020, by CHA Consulting, Inc. and stated that there was no evidence of bats/birds using the structures (Appendix I, pages I-4 to I-5). An effect determination key was completed on November 22, 2021, and based on the responses provided, the project was found "not likely to adversely affect" (NLAA) the Indiana bat and/or the NLEB (Appendix C, pages C-22 to C-34). INDOT reviewed and verified the effect finding on November 23, 2021, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding.

Based on the scope of work it was found that six avoidance and minimization measures (AMMs) are needed:

- General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.
- Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season.
- Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.
- Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.
- Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).
- Tree Removal AMM 4: Do not removed documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of the year.

AMMs and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

The official species list generated from IPaC indicated the Monarch Butterfly (*Danaus plexippus*) is present within the project area. Coordination with USFWS was conducted on November 24, 2021 (Appendix C, pages C-41 to C-43). USFWS stated "the species is considered a candidate species. As a candidate species, neither section 7 of the Endangered Species Act, nor the implementing regulations for section 7, contain requirements for federal agencies."

**Bats, project specific discussions**

A structure inspection of 28 culverts and drainage pipes occurred on September 29, 2020 and there were no bats or signs of bats found using the structures (Appendix I, pages I-4 to I-5). USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after September 29, 2022, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The result of the inspection must indicate no signs of bats or birds. If signs of bats or birds

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are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the *Environmental Commitments* of this document.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

**Migratory Birds**

The structures within the project area (Appendix I, pages I-1 to I-3) and the project’s surrounding habitat is conducive for use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the “Potential Migratory Bird on Structure” USP/RSP.

**Geological and Mineral Resources**

	Yes	No
Project located within the Indiana Karst Region	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Karst features identified within or adjacent to the project area	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Oil/gas or exploration/abandoned wells identified in the project area	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): N/A

*Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)*

Based on a desktop review and the Indiana Karst Region Map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, page B-2) and the RFI report (Appendix E, pages E-19 to E-23) there are no karst features identified within or adjacent to the project area. In the early coordination response April 13, 2021, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, pages C-17 to C-18). Additionally, the IGWS identified a high liquefaction potential and 1% annual chance of flood hazard as geological hazards, high potential for bedrock and a low potential for sand and gravel, and petroleum exploration wells and abandoned industrial minerals quarries. The features will not be affected because the project does not propose to alter access to mineral resources in the general area. Response from IGWS has been communicated with the designer on April 19, 2021. No impacts are expected.

An early coordination letter was sent to IDNR Oil and Gas on February 4, 2021. IDNR Oil and Gas responded on February 5, 2021, and stated “There are 4 non-commercial gas wells being used in or very near this project area with 9 others being used slightly farther out from the project area but within close enough proximity to be noted. With the landowners being the operator and responsible for their maintenance. These wells should be avoided or plugged if unavoidable. There is one plugged well in the area that should not be of concern. There are two gas wells that are presumed plugged that we do not have records on what was done with them they are IGS #146413 and 146415. They were probably poorly plugged many years ago but there are no records to show what was done with them. If these wells are encountered or a casing is hit please contact me asap to investigate and respond with a plan of action.” (Appendix C, page C-16).

All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

**SECTION C – OTHER RESOURCES**

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Drinking Water Resources</b>			
Wellhead Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Well(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urbanized Area Boundary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Is the project located in the St. Joseph Sole Source Aquifer (SSA):  
 If Yes, is the FHWA/EPA SSA MOU Applicable?  
 If Yes, is a Groundwater Assessment Required?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

*Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.*

**Sole Source Aquifer**

The project is located in Rush and Shelby Counties, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

**Wellhead Protection Area and Source Water**

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on April 14, 2021, by environmental staff at CHA Consulting, Inc. This project is not located within a Wellhead Protection Area or Source Water Area.

**Water Wells**

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/ground-water-wells/water-well-record-database/>) was accessed on December 28, 2021, by environmental staff at CHA Consulting, Inc. The nearest well was located within the project area at the first house on the north side of SR 244 west of 600 E. Survey for this project did not indicate residential wells within the construction limits and wells were not identified during the field investigation conducted by environmental staff at CHA Consulting, Inc. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that this well is affected, a cost to cure will likely be included in the appraisal to restore the well.

**Urban Area Boundary**

Based on a desktop review of Indiana Map by environmental staff at CHA Consulting, Inc. on April 14, 2021, this project is not located in an Urban Area Boundary. No impacts are expected.

**Public Water System**

Based on a desktop review, a site visit on September 29 and 30, 2020 by environmental staff at CHA Consulting, Inc., the aerial map of the project area (Appendix B, pages B-3 to B-11), and the Indiana Chamber of Commerce website (<https://www.indianachamber.com/wp-content/uploads/2017/09/Shelby.pdf>) no public water systems were identified. Therefore, no impacts are expected.

**Floodplains**

Project located within a regulated floodplain  
 Longitudinal encroachment  
 Transverse encroachment  
 Homes located in floodplain within 1000' up/downstream from project

	Presence	Impacts	
	Yes	Yes	No
Project located within a regulated floodplain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Longitudinal encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse encroachment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If applicable, indicate the Floodplain Level?

Level 1  Level 2  Level 3  Level 4  Level 5

*Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.*

Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by environmental staff at CHA Consulting, Inc. on April 19, 2021, and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B, page B-30 to B-38).

This project qualifies as a Category 3 per the current INDOT CE Manual which states that the modifications to drainage structures included in this project will result in an insubstantial change in the capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

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An early coordination letter was sent on February 4, 2021, to IDNR and to the local Floodplain Administrator on December 28, 2021 (Appendix C, pages C-1 to C-5). The IDNR responded on March 5, 2021, and indicated that “this proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption or qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997” (Appendix C, pages C-13 to C-15). The upstream drainage area for Conn’s Creek is 56 square miles. Due to the drainage area the project does not qualify for the rural bridge exemption. Due to the type of work within the floodway fitting within the defined maintenance activities this project likely qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption. The floodplain administrator did not respond within the 30-day time frame.

<b>Farmland</b>	<b><u>Presence</u></b>	<b><u>Impacts</u></b>	
		<b>Yes</b>	<b>No</b>
Agricultural Lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006*)		<b>153 – Rush County</b> <b>154 – Shelby County</b>	

*\*If 160 or greater, see CE Manual for guidance.*

*Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.*

Based on a desktop review, a site visit on September 29 and September 30, 2020, by CHA Consulting, Inc., the aerial map of the project area (Appendix B, page B-3 to B-11), the project will convert 8.93 acres of farmland in Rush County, Indiana and 19.89 acres of farmland in Shelby County, Indiana as defined by the Farmland Protection Policy Act. Due to design refinement, an updated early coordination letter was sent on September 27, 2022, to Natural Resources Conservation Services (NRCS). Coordination with NRCS resulted in a score of 153 in Rush County, Indiana and 154 in Shelby County, Indiana on the (NRCS-CPA-106) (Appendix C, pages C-19 to C-21). NRCS’s threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

### SECTION D – CULTURAL RESOURCES

<b>Minor Projects PA</b>	<b>Category(ies) and Type(s)</b>	<b>INDOT Approval Date(s)</b>	<b>N/A</b>
	<input type="text"/>	<input type="text"/>	<input checked="" type="checkbox"/>
<b>Full 106 Effect Finding</b>			
No Historic Properties Affected	<input type="checkbox"/>	No Adverse Effect	<input checked="" type="checkbox"/>
		Adverse Effect	<input type="checkbox"/>
<b>Eligible and/or Listed Resources Present</b>			
NRHP Building/Site/District(s)	<input checked="" type="checkbox"/>	Archaeology	<input type="checkbox"/>
		NRHP Bridge(s)	<input type="checkbox"/>

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**Documentation Prepared** (mark all that apply)

APE, Eligibility and Effect Determination  
 800.11 Documentation  
 Historic Properties Report or Short Report  
 Archaeological Records Check and Assessment  
 Archaeological Phase Ia Survey Report  
 Archaeological Phase Ic Survey Report  
 Other:

<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

**ESD Approval Date(s)**


**SHPO Approval Date(s)**

March 4, 2022
November 1, 2022
March 4, 2022
March 4, 2022

Memorandum of Agreement (MOA)

**MOA Signature Dates** (List all signatories)

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*If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.*

**Area of Potential Effect (APE):** An APE is defined as the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. The APE is influenced by the scale and nature of an undertaking.” The APE for this project was 350 feet radius from the centerline of SR 244. This distance was chosen to ensure all buildings 50 years or older that are visible to the project footprint were included in Section 106 analysis. The Indiana State Historic Preservation Officer concurred with the extent of the APE on March 4, 2022 (Appendix D, page D-124). It is noted that while the project limits include the portion of SR 244 from Michigan Ave to I-74, the proposed work on that segment of SR 244 will only have a new HMA overlay and will not widen the road. No new groundbreaking outside of the existing roadway will happen on SR 244 from Michigan Ave to I-74.

**Coordination with Consulting Parties:** Early Coordination with Consulting Parties was initiated on August 3, 2020, and early coordination letters were sent to the following parties (Appendix D, page D-97):

- Indiana State Historic Preservation Officer (IN SHPO)
- Indiana Landmarks, Eastern Regional Office
- Indiana Landmarks, Central Regional Office
- Indianapolis Metropolitan Planning Organization
- Shelby County Council
- Shelby County Commissioners
- Shelby County Highway Department
- Shelby County Historical Society
- Rush County Commissioners
- Rush County Council
- Rush County Genealogical Society
- Rush County Heritage, Inc.
- Rush County Highway Department
- Rush County Historian
- Rush County Historical Society
- Delaware Tribe of Indians, Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe

On August 17, 2020, IN SHPO recommended adding adjacent landowners and the Shelby County Public Library to the consulting parties list and additional consulting parties early coordination letters were sent on August 27, 2020 to the following parties:

- Shelby County Public Library
- Kris Meltzer, Shelby County, Liberty Township District Number 2 School
- Lawrence and Joan Rennekamp, Rush County, Mahan Farmstead
- Robert and Jaqueline Hurst, Rush County, Huffman House

On August 25, 2020, the Eastern Shawnee Cultural Preservation Department confirmed their acceptance as a consulting party, stating that people occupied these areas historically and prehistorically; however, the project poses no adverse effect to their knowledge (Appendix D, page 102).

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A list of consulting parties and their responses can be found in Appendix D, page 97 to page 124.

**Archaeology:** A Phase Ia Archaeological Survey was completed by Gray and Pape, Inc., on November 11, 2021, and approved by IN SHPO on March 4, 2022. Five previously known archaeological sites were within or adjacent to the survey limits. Two of these sites were re-identified and 12 newly documented archaeological sites were identified. One archaeological site associated with an above-ground National Register of Historic Places (NRHP) listed property was identified, and while the archaeological component of this listed property is not eligible individually for NRHP, the construction activities have been designed to avoid impacting this property and archaeological resource. The newly identified sites and known sites do not appear eligible for inclusion in the NRHP or the Indiana Register of Historic Sites and Structures register. Gray and Pape concluded that no further archaeological activities were recommended.

**Historic Properties:** A Historic Property Report was completed by Gray and Pape, Inc., on January 28, 2022, and approved by IN SHPO on March 4, 2022. The APE for this project contains one property listed on the NRHP and includes three additional properties that are recommended eligible for listing on the NRHP. As a result of the Historic Property Report, Gray and Pape recommended that Liberty Township District Number 2 School retain its NRHP designation, and that St. Vincent Historic District (which includes St. Vincent Catholic Church and St. Vincent Catholic School) and 6739 East SR 244 are recommended eligible for listing in the NRHP. The project will be constructed adjacent to these properties and will have minor impacts including minor tree removal, grading for drainage, and roadway widening adjacent to the property. Adjacent work will not drastically change or alter the historic properties or historic qualities of the adjacent properties.

**Documentation Finding:** The 800.11 documents were submitted to INDOT on October 4, 2022 (Appendix D, page D-5). The 800.11 documentation stated No Adverse Effects to any eligible historic resources. This finding was subsequently sent to consulting parties also on October 4, 2022. IN SHPO concurred with this finding on November 1, 2022 (Appendix D, page D-207). Additionally, since there will be no adverse impact to the Liberty Township District Number 2 School (NR-1034), IN SHPO determined, pursuant to 312 IAC 20-4-11.5(f), that with a finding of “No Adverse Effect” under 36 C.F.R. 800, a certificate of approval from the Review Board is not necessary. Accordingly, their concurrence letter serves as a director’s letter of clearance.

**Public Involvement:** A public notice of the finding “No Adverse Effect” was published on October 12, 2022, in the *Shelbyville News* (Appendix D-206). Public comments were accepted for 30 days after the date of publication. No comments were received by the public during this time period.

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

Although two cemeteries are known to be adjacent to the project area, a Cemetery Development Plan is not required as the extent of work will not be beyond edge of existing roadway pavement and no right-of-way will be acquired from either cemetery (Appendix D, page D-86).

### SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	<u>Presence</u>	<u>Use</u>	
		<u>Yes</u>	<u>No</u>
<b>Parks and Other Recreational Land</b>			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Wildlife and Waterfowl Refuges</b>			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Historic Properties</b>			
Site eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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### Evaluations Prepared

Programmatic Section 4(f)  
 "De minimis" Impact  
 Individual Section 4(f)  
 Any exception included in 23 CFR 774.13

X

*Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.*

Section 4(f) of the US Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife and waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, the aerial map of the project area (Appendix B-3 to B-11) and the RFI report (Appendix E-1), there are five potential Section 4(f) resources located within the 0.5-mile search radius. According to additional research, the Section 106 process (Appendix D, page D-1), there are four potential Section 4(f) resources located within or adjacent to the project area. The St. Vincent Historic District (which includes St. Vincent Catholic Church and St. Vincent Catholic School), 9617 West SR 244 (Mahan Farmstead), and Liberty Township District Number 2 School are all privately owned properties that are NRHP listed or NRHP eligible properties. Through the Section 106 process, it was determined there would be no adverse effects of these properties. There will be approximately 0.26 acre of right-of-way acquired from Mahan Farmstead for continued maintenance of the adjacent drainage ditch. This right-of-way will be converted to transportation use; however, no significant features of the property will be impacted. All roadway widening will take place north of the existing roadway to ensure the existing pavement limit on the south side of SR 244 will remain intact. The right-of-way is needed from the property to improve the existing roadway elements, including the roadway, adjacent ditches and driveway entrance. No new elements will be introduced, only modification of existing elements. These minor changes will not interfere with the Mahan Farmstead's ability to convey it's historical significance, nor will it diminish the property's integrity in a way that would warrant an Adverse Effect finding. INDOT, on behalf of FHWA, has determined a Section 106 finding of "No Adverse Effect," therefore, FHWA has issued a "de minimis" finding for the Mahan Farmstead, pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this property. Further information can be found in Appendix D. No additional Section 4(f) use is expected.

A Memorandum of Understanding (MOU) regarding Section 4(f) was executed between FHWA, INDOT and SHPO in June 2020. The MOU stipulates that FHWA intends to determine Section 4(f) "de minimis" use on historic properties in which SHPO has concurred with a finding of No Adverse Effects or No Historic Properties Affected. As such, FHWA will not have to individually approve each Section 4(f) "de minimis" determination on historic properties through CE document review except in the case of National Historic Landmarks. Because this project will result in a "de minimis" finding for the Mahan Farmstead and because the SHPO concurred with the "No Adverse Effect Section" 106 finding, the MOU regarding Section 4(f) applies to this project.

**Section 6(f) Involvement**

**Presence**

**Use**

**Section 6(f) Property**

**Yes**

**No**




*Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.*

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the INDOT ESD website revealed a total number of three properties in Shelby County and no properties in Rush County (Appendix I, page I-6). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

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### SECTION F – Air Quality

**STIP/TIP and Conformity Status of the Project**

Is the project in the most current STIP/TIP?  Yes  No  
 Is the project located in an MPO Area?  Yes  No  
 Is the project in an air quality non-attainment or maintenance area?  
 If Yes, then:  
     Is the project in the most current MPO TIP?  Yes  No  
     Is the project exempt from conformity?  Yes  No  
 If No, then:  
     Is the project in the Transportation Plan (TP)?  Yes  No  
     Is a hot spot analysis required (CO/PM)?  Yes  No

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

Location in STIP: STIP 2022-2026, Contract No. 42264

Name of MPO (if applicable): \_\_\_\_\_

Location in TIP (if applicable): \_\_\_\_\_

Level of MSAT Analysis required?

Level 1a  Level 1b  Level 2  Level 3  Level 4  Level 5

*Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.*

This project is included in the Fiscal Year (FY) 2022-2026 Statewide Transportation Improvement Program (STIP) (Appendix H, page H-1).

**Attainment Status**

This project is located in Shelby County, which is currently a maintenance area for 8-Hour Ozone (1997) according to the Indiana Current and Historical List of Nonattainment Areas by County <https://www.in.gov/idem/sips/nonattainment-status-of-counties/>. This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.

**MSAT**

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c) or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, as such, a Mobile Source Air Toxics analysis is not required.

### SECTION G - NOISE

**Noise** **Yes** **No**

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?  Yes  No

Date Noise Analysis was approved/technically sufficient by INDOT ESD: N/A

*Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.*

This project is a Type III project. In accordance with 23 CFR 772 and the current *Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

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### SECTION H – COMMUNITY IMPACTS

**Regional, Community & Neighborhood Factors**

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?
- Does the community have an approved transition plan?
- If No, are steps being made to advance the community's transition plan?
- Does the project comply with the transition plan? (explain in the discussion below)

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.*

No changes in land use or development are anticipated by rehabilitating the roadway within the project area. The project limits and impacts have been minimized to only what is necessary to complete the rehabilitation. Additionally, no relocations are anticipated as a result of the proposed project. Therefore, the proposed project is not likely to cause substantial impacts to the area's local/regional development patterns, impact community cohesion or impact community events.

It should be noted that Shelbyville has a transition plan entitled *City of Shelbyville ADA Transition Plan*. The plan was approved and considered effective December 2012. Additionally, Rush County has a transition plan entitled *Rush County ADA Transition Plan*. The plan was approved and considered effective June 2012. This project will not impact existing ADA facilities and will not install pedestrian facilities that need to meet ADA compliance, therefore, this project complies with the two existing counties' Transition Plans.

**Public Facilities and Services**

*Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.*

Based on a desktop review, the aerial map of the project area (Appendix B, pages B-3 to B-11), and the RFI report (Appendix E, pages E-9 to E-13), there are six public facilities within the 0.5-mile search radius. There is one mapped religious facility adjacent to the project area.

A site visit was conducted on September 29 and 30, 2020, by CHA Consulting, Inc. One religious facility, St. Vincent Catholic Church, is located adjacent to the project area. The project in this area involves an HMA Overlay and does not extend beyond the existing pavement. Therefore, no impacts are expected. Access to all properties will be maintained during construction. An early coordination letter was sent to the St. Vincent Catholic Church on September 27, 2022. No comments were received.

Due to the scope of the project including widening the existing roadways, there will likely be impacts to public and/or private utilities. Utility coordination is ongoing with INDOT Utilities.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

**Environmental Justice (EJ)** (Presidential EO 12898)

- During the development of the project were EJ issues identified?
- Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

Will the project result in adversely high and disproportionate impacts to EJ populations?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.*

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income

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populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require 32.12 acres of permanent right-of-way acquisition. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exist and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project there are two COCs, Shelby and Rush County, Indiana. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 7108, Shelby County, Indiana and Census Tract 9745, Rush County, Indiana. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the American Community Survey 2020 was obtained from <https://data.census.gov/cedsci/> on July 13, 2022, by CHA Consulting, Inc. The data collected for minority and low-income populations within the AC are summarized below.

	Community of Comparison (COC)	Affected Community (AC)
	Shelby County, Indiana	Census Tract 7108, Shelby County, Indiana

Race		
Total population for the purpose of surveying race:	44,559	4,776
Total population non-Hispanic/Latino; white alone:	40,965	4,753
<b>Number of Minorities:</b>	<b>3,594</b>	<b>23</b>
<b>Percent minority:</b>	<b>8.07%</b>	<b>0.48%</b>
<i>125 Percent of COC</i>	<i>10.08%</i>	

**Potential Minority EJ Concern? No**

	Community of Comparison (COC)	Affected Community (AC)
	Shelby County, Indiana	Census Tract 7108, Shelby County, Indiana

Income		
Total population for the purpose of surveying poverty income:	43,612	4,706
Population with income in the past 12 months below poverty level:	4,667	173
<b>Percent low income:</b>	<b>10.70%</b>	<b>3.68%</b>
<i>125 % of COC</i>	<i>13.38%</i>	

**Potential Low-income EJ Concern: No**

	Community of Comparison (COC)	Affected Community (AC)
	Rush County, Indiana	Census Tract 9745, Rush County, Indiana

Race		
Total population for the purpose of surveying race:	16,632	3,909
Total population non-Hispanic/Latino; white alone:	15,896	3,812
<b>Number of Minorities:</b>	<b>736</b>	<b>97</b>
<b>Percent minority:</b>	<b>4.43%</b>	<b>2.48%</b>

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125 Percent of COC		5.53%
<b>Potential Minority EJ Concern?</b>		<b>No</b>
	<b>Community of Comparison (COC)</b>	<b>Affected Community (AC)</b>
	Rush County, Indiana	Census Tract 9745, Rush County, Indiana
<b>Income</b>		
Total population for the purpose of surveying poverty income:	16,368	3,909
Population with income in the past 12 months below poverty level:	2,084	633
<b>Percent low income:</b>	<b>12.73%</b>	<b>16.19%</b>
<b>125 % of COC</b>	<b>15.92%</b>	
<b>Potential Low-income EJ Concern:</b>		<b>Yes</b>

AC Census Tract 7108 has a minority population of 0.48% which is below 50% and is below the 125% COC threshold. Therefore, the AC Census Tract 7108 does not have a minority population of EJ concern. The AC Census Tract 9745 has a minority population of 2.48% which is below 50% and is below the 125%. Therefore, the AC 9745 does not have a minority population of concern.

AC Census Tract 7108 has a low-income population of 3.68% which is below 50% and is below the 125% of the COC threshold. Therefore, the AC does not have a low-income population of EJ concern. The AC Census Tract 9745 has a low-income of 16.19% which is below 50%; however, above the 125% COC threshold. Therefore, the AC Census Tract 9745 has a low-income population of EJ concern.

SR 244 will be rehabilitated from 0.32 mile west of I-74 at the intersection of Michigan Road to 0.06 mile west of Deer Creek in Shelby and Rush County, Indiana. Approximately 22.70 acres of permanent right-of-way (ROW) and 0.05 temporary ROW will be acquired from the non-EJ population (Census Tract 7108) versus approximately 9.42 acre of permanent ROW and no temporary ROW from the EJ population (Census Tract 9745). The right-of-way will be acquired from 64 parcels and is limited to only what is absolutely necessary to complete the roadway rehabilitation. Additionally, this project will not require any relocations. The project will address the overall roadway deficiencies and will provide proper roadway drainage, improve site-distance at intersections, upgrade the curves and side slopes to meet current standards, and widen the roadway by adding shoulders. All populations within the project area will benefit from the roadway rehabilitation due to the project decreasing the future need for continued closure of SR 244 for maintenance purposes and decreasing the safety risks due to the improvements to site distances. Without the project, the roadway will continue to deteriorate and require continued closures of SR 244 for maintenance. The maintenance of traffic (MOT) will be broken into multiple phases. For the project area between Michigan Road and I-74, the MOT will make use of flaggers for the pavement resurfacing. The remaining portion of the project area will provide a full closure with a detour for SR 244 due to the narrow existing roadway. The closure of SR 244 would be phased in 1-mile sections (three segments 74 to CR 600 E, CR 600 E to county line, country line to end of project) to maintain traffic in certain sections as other sections are being built. Access will be maintained to all local properties. Therefore, the project will not disproportionately impact the EJ population.

**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?  
Is a BIS or CSRS required?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Number of relocations:      Residences:   0        Businesses:   0        Farms:   0        Other:   0  

*Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.*

No relocations of people, businesses, or farms will take place as a result of this project.

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### SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

**Hazardous Materials & Regulated Substances** (Mark all that apply)

Documentation

Red Flag Investigation (RFI)	<input checked="" type="checkbox"/>
Phase I Environmental Site Assessment (Phase I ESA)	<input type="checkbox"/>
Phase II Environmental Site Assessment (Phase II ESA)	<input type="checkbox"/>
Design/Specifications for Remediation required?	<input type="checkbox"/>

Date RFI concurrence by INDOT SAM (if applicable): June 2, 2021

*Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.*

Based on a review of GIS and available public records, a RFI was completed by environmental scientist at CHA Consulting, Inc and concurred by INDOT SAM on June 2, 2021 (Appendix E, pages E-1 to E-30). Three underground storage tanks (UST) and one confined feeding operation (CFO) are located within 0.5 mile of the project area. Two USTs could affect the project area.

- Stuckey 234 (I-74 & SR 244; AI: 51871, Stuckey’s Pecan Shoppe) is located adjacent to the project area on the northwest corner of I-74 and SR 244. According to the November 22, 1991, UST Closure Report, five USTs were removed from the site in October 1991. Low levels of petroleum chemicals of concern (CoCs) were identified; however, closure sampling or delineation was not fully completed. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.
- I-74 & 244 Service (AI: 51639) is located adjacent to the project area, on the southeast corner of I-74 and SR 244, and appears to be associated with a former fueling station that is now a small landscaping business. IDEM conducted an UST Inspection on July 13, 1999, and it was noted that there were no signs of tanks. According to the October 22, 1997 IDEM UST inspection report five USTs were reportedly removed in July or August 1997. No other investigations have been done on the property. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or ground water, analysis for lead will be necessary.

No additional hazardous material concerns were observed within or adjacent to the project area during field visits conducted on September 29-30, 2020, by CHA Consulting. Further investigation for hazardous material concerns is not required at this time.

All applicable recommendations are included in the *Environmental Commitments* section of this document.

## Part IV – Permits and Commitments

### PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

**Army Corps of Engineers (404/Section10 Permit)**

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

**IN Department of Environmental Management (401/Rule 5)**

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>

**IN Department of Natural Resources**

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**Permits** (mark all that apply)

**Likely Required**

- Construction in a Floodway
- Navigable Waterway Permit
- Other


**Mitigation Required**

**US Coast Guard Section 9 Bridge Permit**

**Others (Please discuss in the discussion below)**

*List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."*

A USACE Section 404 Nationwide Permit (NWP) permit and an IDEM Section 401 Water Quality Certification (WQC) will likely be required, due to the additional encapsulation of UNT 2 and UNT 4, as well as riprap will be placed below the OHWM of UNT 2 and UNT 4. No mitigation is anticipated because impacts are less than 300 linear feet of waterway.

A Construction Stormwater General Permit (formerly IDEM Rule 5 Permit) will be required as the proposed project activities will disturb more than one acre of total land area.

It is not anticipated that an IDNR Construction in a Floodway (CIF) permit will be required. The IDNR responded on March 5, 2021, and indicated that "this proposal may require formal approval of our agency pursuant to the Flood Control Act (IC14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption or qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997." The CIF permit will not be required, under the IDNR Memorandum of Understanding for Maintenance Activity Exemption, because the type of work within the floodway fitting within the defined maintenance activities.

Early coordination letters were sent to the NPS, USACE, USFWS, and IDNR on February 4, 2021 (Appendix C, page C-1 to C-5). The NPS, USACE, and USFWS did not respond to the early coordination letter.

Applicable recommendations are included in the *Environmental Commitments* section of this document. If permits are found to be necessary, the conditions of the permits will be requirements of the project and will supersede these recommendations. It is the responsibility of the project sponsor to identify and obtain all required permits.

## ENVIRONMENTAL COMMITMENTS

*List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.*

**Firm:**

1. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S Army Corps of Engineers permit. (INDOT ESD)
2. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Service Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
3. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
4. If the gas wells IGS # 146413 and/or 146415 are encountered IDNR Oil and Gas, Brian Royer ([broyer@dnr.IN.gov](mailto:broyer@dnr.IN.gov)), 317-417 6556) will be contacted. (IDNR-Oil and Gas)
5. Workers will be informed that Conns Creek is listed as impaired for E. coli. Workers who are working in or near water with E. coli will wear appropriate PPE, observe proper hygiene procedures, including regular handwashing, and limit personal exposure. (INDOT SAM)
6. Stuckey 234 (I-74 & SR 244; AI: 51871, Stuckey's Pecan Shoppe) is located adjacent to the project area on the northwest corner of I-74 and SR 244. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary. (INDOT SAM)
7. I-74 & 244 Service (AI: 51639) is located adjacent to the project area, on the southeast corner of I-74 and SR 244. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or ground water, analysis for lead will be necessary. (INDOT SAM)
8. A structure inspection occurred on September 29, 2020, and there were no bats or signs of bats found using the structure. USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after September 29, 2022, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The result of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (USFWS)

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9. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
10. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
11. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS and IDNR)
12. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
13. Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
14. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)

**For Further Consideration:**

1. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing culvert. Crossing should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Banklines should be restored within box and pipe structures to allow for wildlife passage above the ordinary highwater mark. (IDNR-DFW)
2. The new replacement, or rehabbed structure, and any bank stabilization under the structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR-DFW)
3. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Eastern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR-DFW)
4. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on the area. (IDNR-DFW)
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR-DFW)
6. Operate equipment used to replace the bridge from the existing roadway. (IDNR-DFW)
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR-DFW)

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# Appendix A

## CE Threshold Table

<b>Item</b>	<b>Appendix Page</b>
CE Threshold Table	A-1

## Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 <sup>1</sup>
<b>Section 106</b>	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement <sup>2</sup>
<b>Stream Impacts<sup>3</sup></b>	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit <sup>4</sup>
<b>Wetland Impacts<sup>3</sup></b>	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
<b>Right-of-way<sup>5</sup></b>	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
<b>Relocations</b>	None	-	-	< 5	≥ 5
<b>Threatened/Endangered Species (Species Specific Programmatic for Indiana bat &amp; northern long eared bat)*</b>	“No Effect”, “Not likely to Adversely Affect” (With select AMMs <sup>6</sup> )	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic <sup>7</sup>
<b>Threatened/Endangered Species (Any other species)*</b>	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
<b>Environmental Justice</b>	No disproportionately high and adverse impacts	-	-	-	Potential <sup>8</sup>
<b>Sole Source Aquifer</b>	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
<b>Floodplain</b>	No Substantial Impacts	-	-	-	Substantial Impacts
<b>Section 4(f) Impacts</b>	None	-	-	-	Any <sup>9</sup>
<b>Section 6(f) Impacts</b>	None	-	-	-	Any
<b>Permanent Traffic Alteration</b>	None	-	-	-	Any
<b>Noise Analysis Required</b>	No	-	-	-	Yes
<b>Air Quality Analysis Required</b>	No	-	-	-	Yes <sup>10</sup>
<b>Approval Level</b>	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA
<ul style="list-style-type: none"> <li>• District Env. (DE)</li> <li>• Env. Serv. Div. (ESD)</li> <li>• FHWA</li> </ul>					

<sup>1</sup> Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup> Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup> Total permanent impacts to streams (linear feet) and wetlands (acres).

<sup>4</sup> US Army Corps of Engineers Individual 404 Permit

<sup>5</sup> Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

<sup>6</sup> Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

<sup>7</sup> Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower level CE.

<sup>8</sup> Potential for causing a disproportionately high and adverse impact.

<sup>9</sup> Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

<sup>10</sup> Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

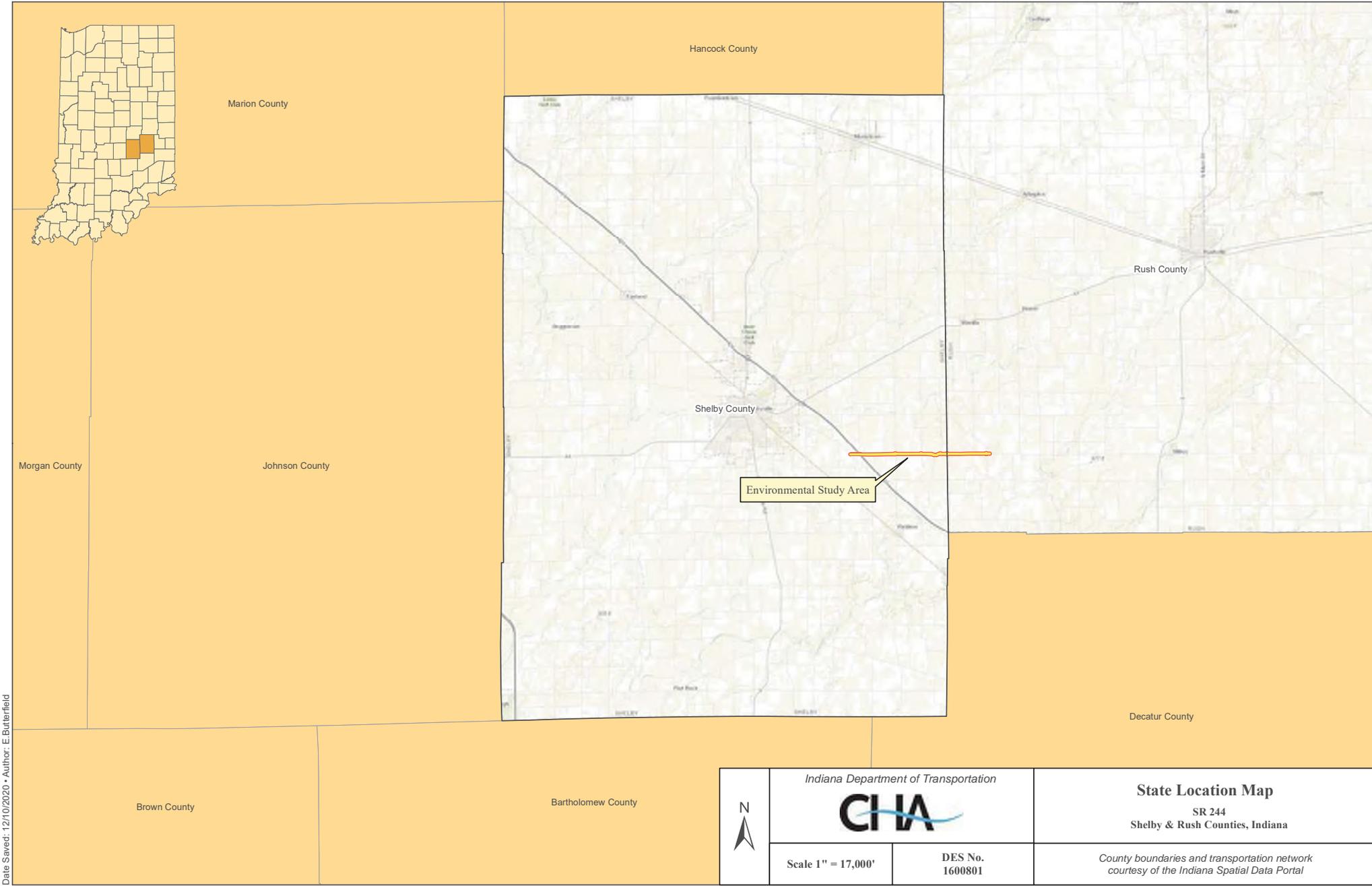
\* Includes the threatened/endangered species critical habitat

Note: Substantial public or agency controversy may require a higher-level NEPA document.

# Appendix B

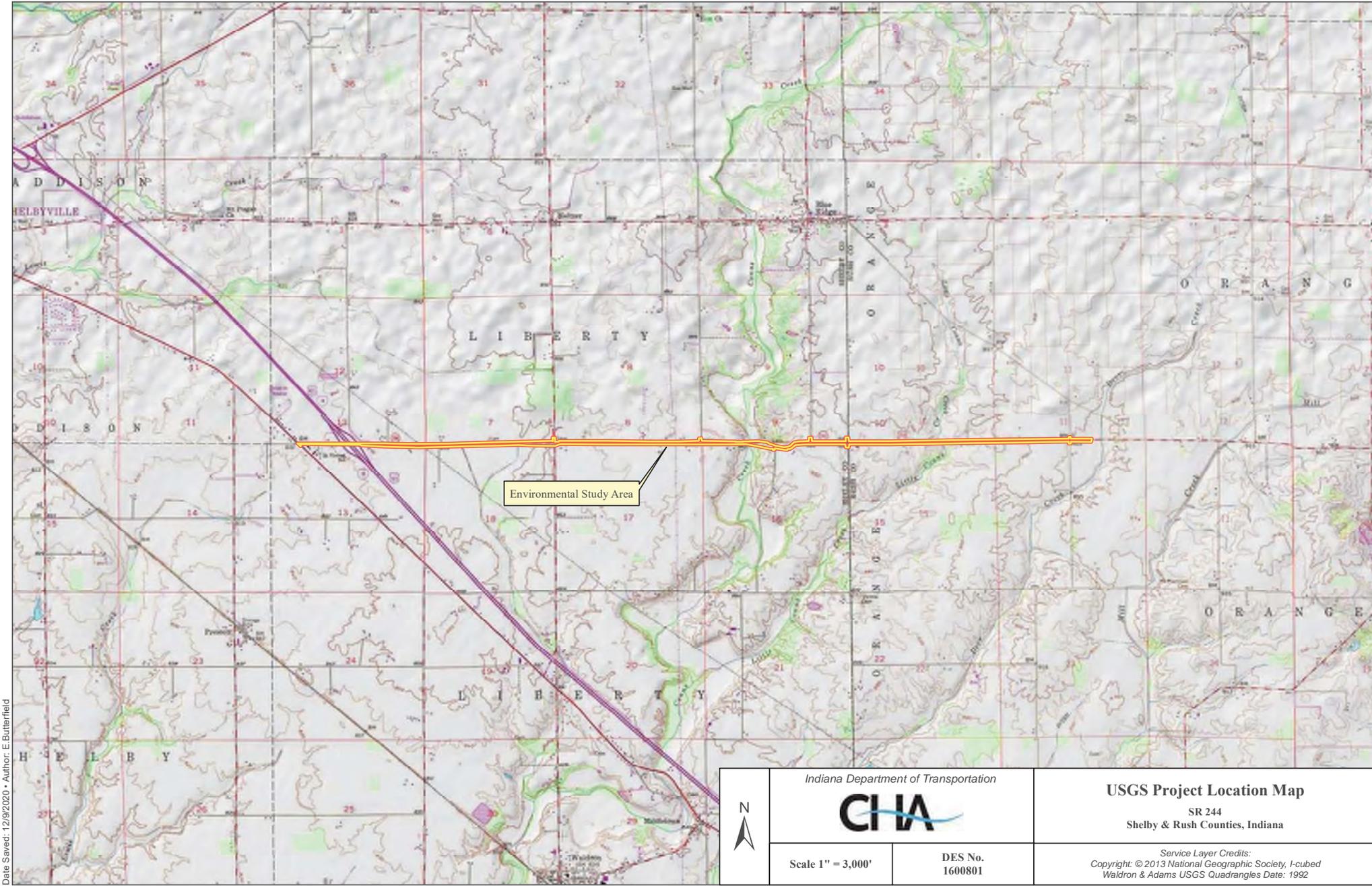
## Graphics

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Photographs of the Project Area	B-48 to B-53
Project Plans	B-54 to B-88



Date Saved: 12/10/2020 • Author: E.Butterfield

	<i>Indiana Department of Transportation</i> 		<b>State Location Map</b> SR 244 Shelby & Rush Counties, Indiana
	Scale 1" = 17,000'	<b>DES No.</b> <b>1600801</b>	<i>County boundaries and transportation network          courtesy of the Indiana Spatial Data Portal</i>

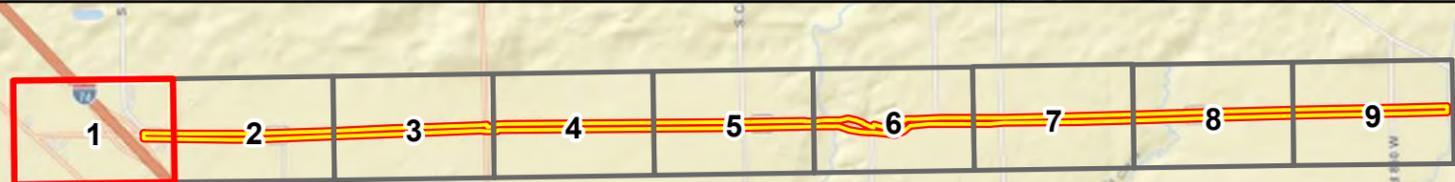


Date Saved: 12/9/2020 - Author: E.Butterfield

Environmental Study Area

	Indiana Department of Transportation 		<b>USGS Project Location Map</b> SR 244 Shelby & Rush Counties, Indiana
	Scale 1" = 3,000'	DES No. 1600801	<i>Service Layer Credits:</i> Copyright: © 2013 National Geographic Society, I-cubed Waldron & Adams USGS Quadrangles Date: 1992

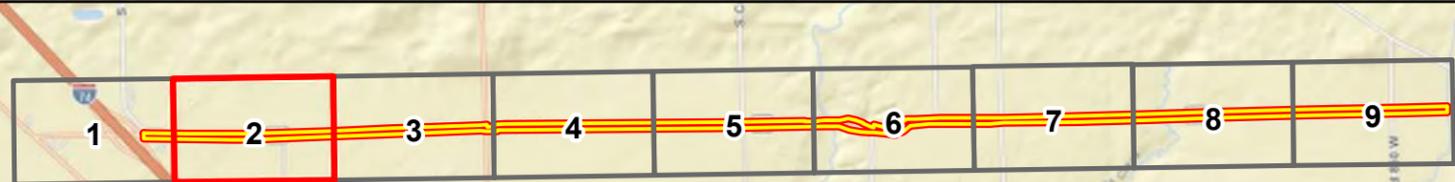
**Legend**  
 Environmental\_Study\_Area



Indiana Department of Transportation 		<b>Aerial Location Map</b> SR 244 Shelby & Rush Counties, Indiana	
Scale 1" = 200' 	CHA Project No. 060242	Image Courtesy of the IndianaMap Photo Date: 2017	

**Legend**

 Environmental\_Study\_Area



Indiana Department of Transportation



Scale 1" = 200'

CHA Project No.  
060242

**Aerial Location Map**

SR 244  
Shelby & Rush Counties, Indiana

Image Courtesy of the IndianaMap  
Photo Date: 2017 B-4

**Legend**  
 Environmental\_Study\_Area



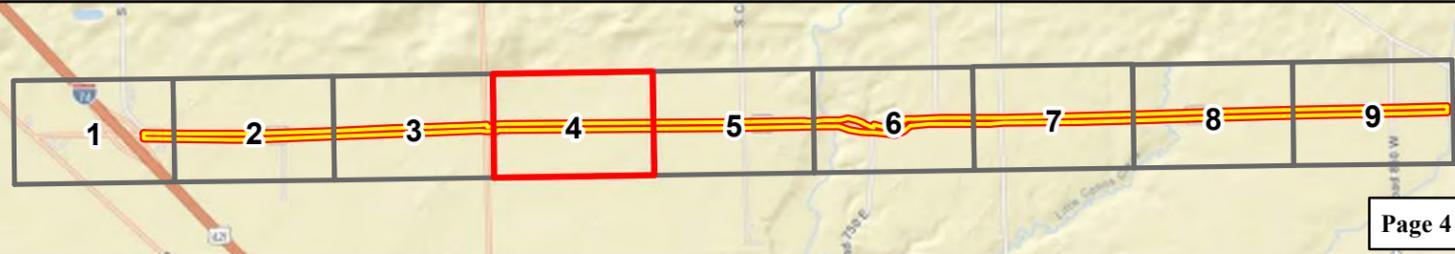
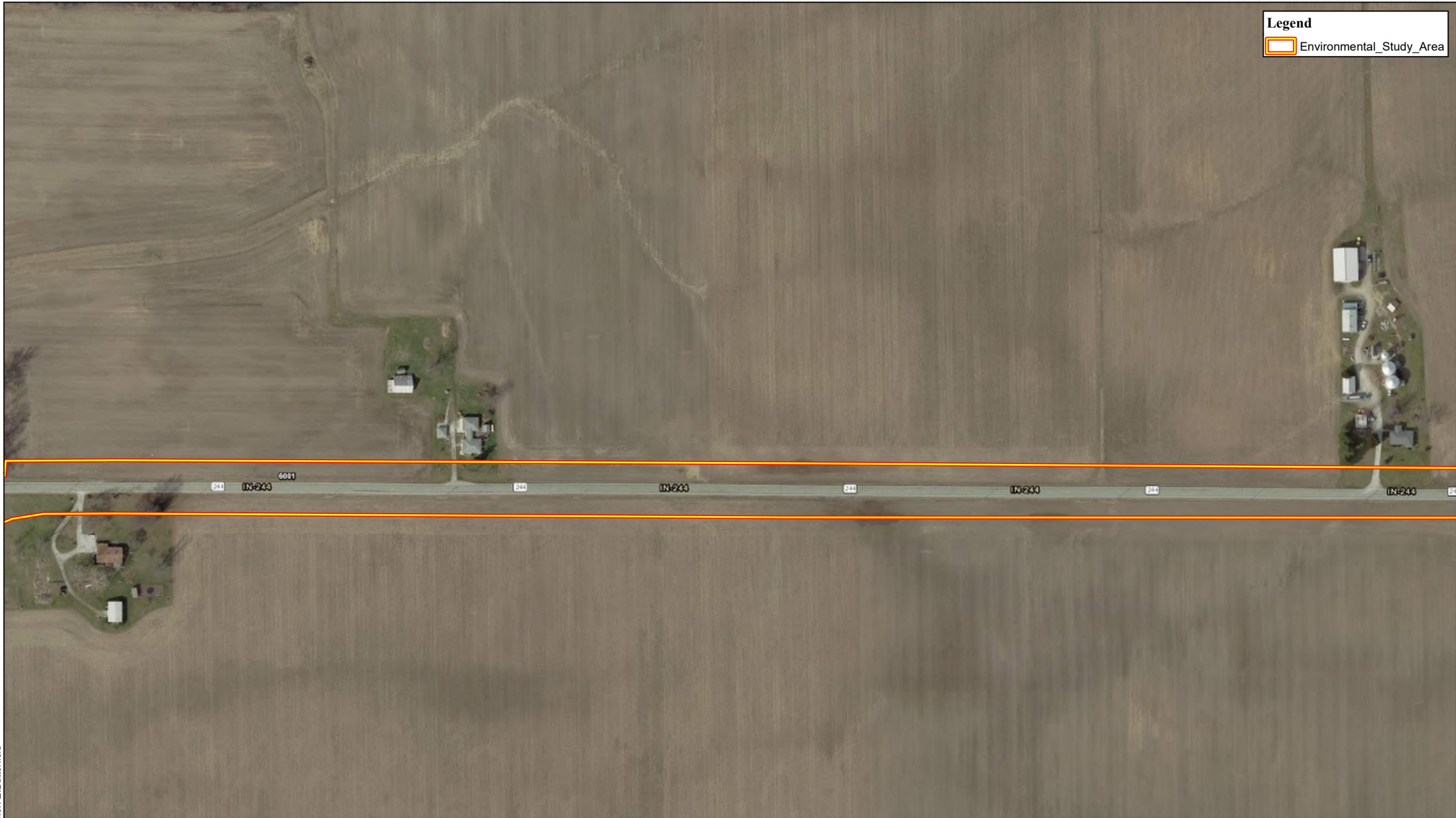
Date Saved: 4/26/2022 • Author: E.Butterfield



	Indiana Department of Transportation 		<b>Aerial Location Map</b> SR 244 Shelby & Rush Counties, Indiana
	Scale 1" = 200'	CHA Project No. 060242	Image Courtesy of the IndianaMap Photo Date: 2017

**Legend**

 Environmental\_Study\_Area



Indiana Department of Transportation

**CHIA**

Scale 1" = 200'

CHA Project No.  
060242

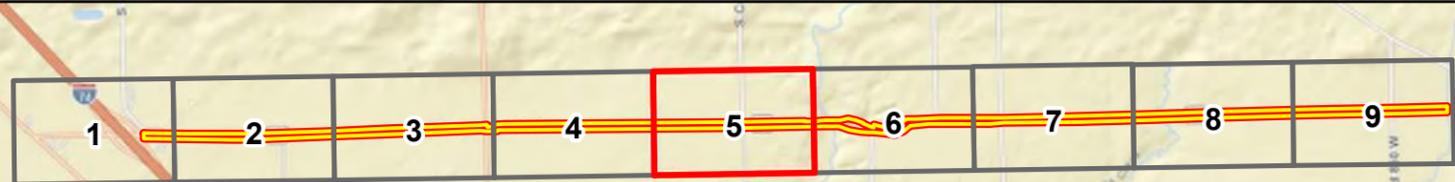
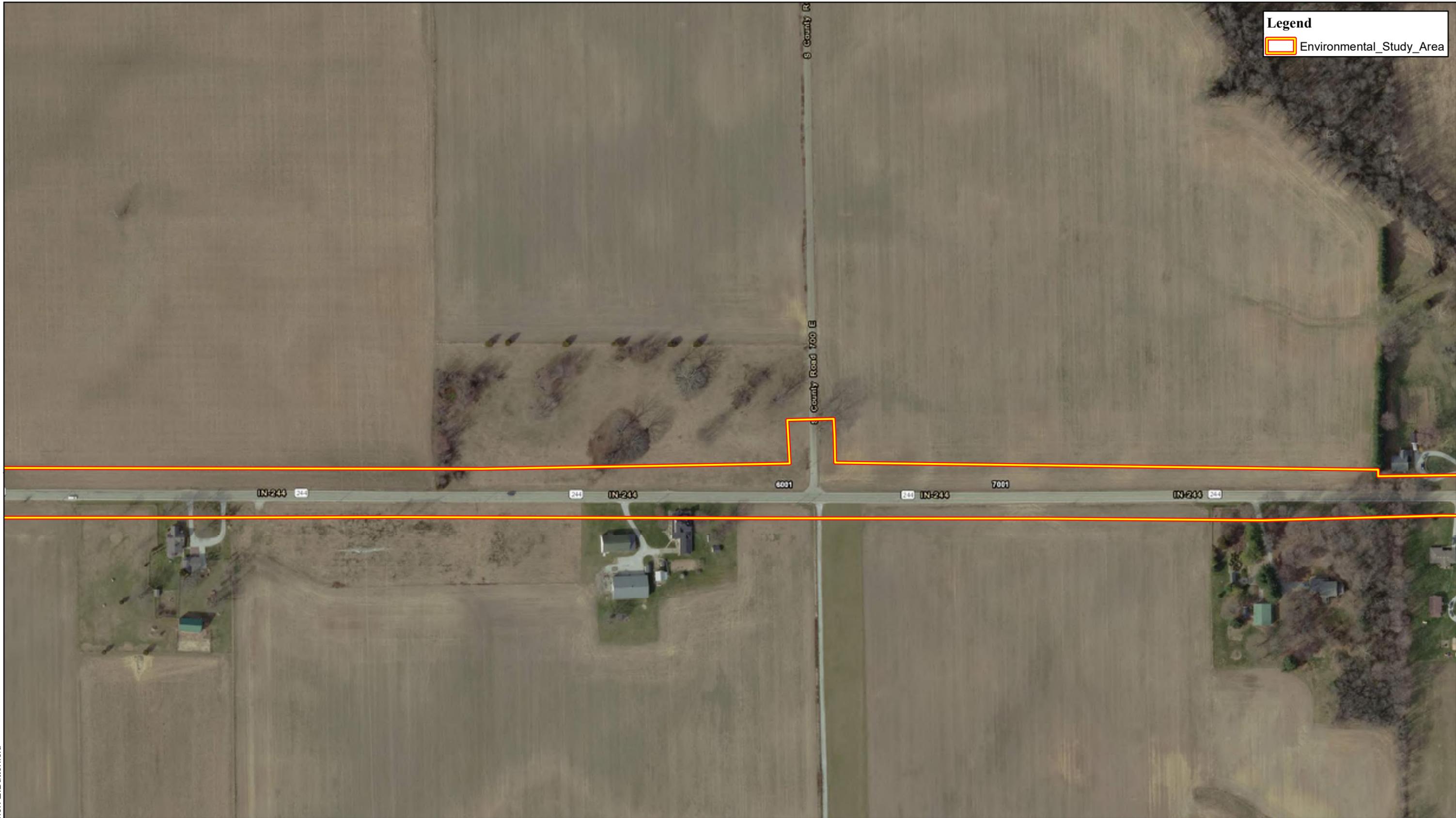
**Aerial Location Map**

SR 244  
Shelby & Rush Counties, Indiana

Image Courtesy of the IndianaMap  
Photo Date: 2017

B-6

**Legend**  
 Environmental\_Study\_Area



Indiana Department of Transportation



Scale 1" = 200'

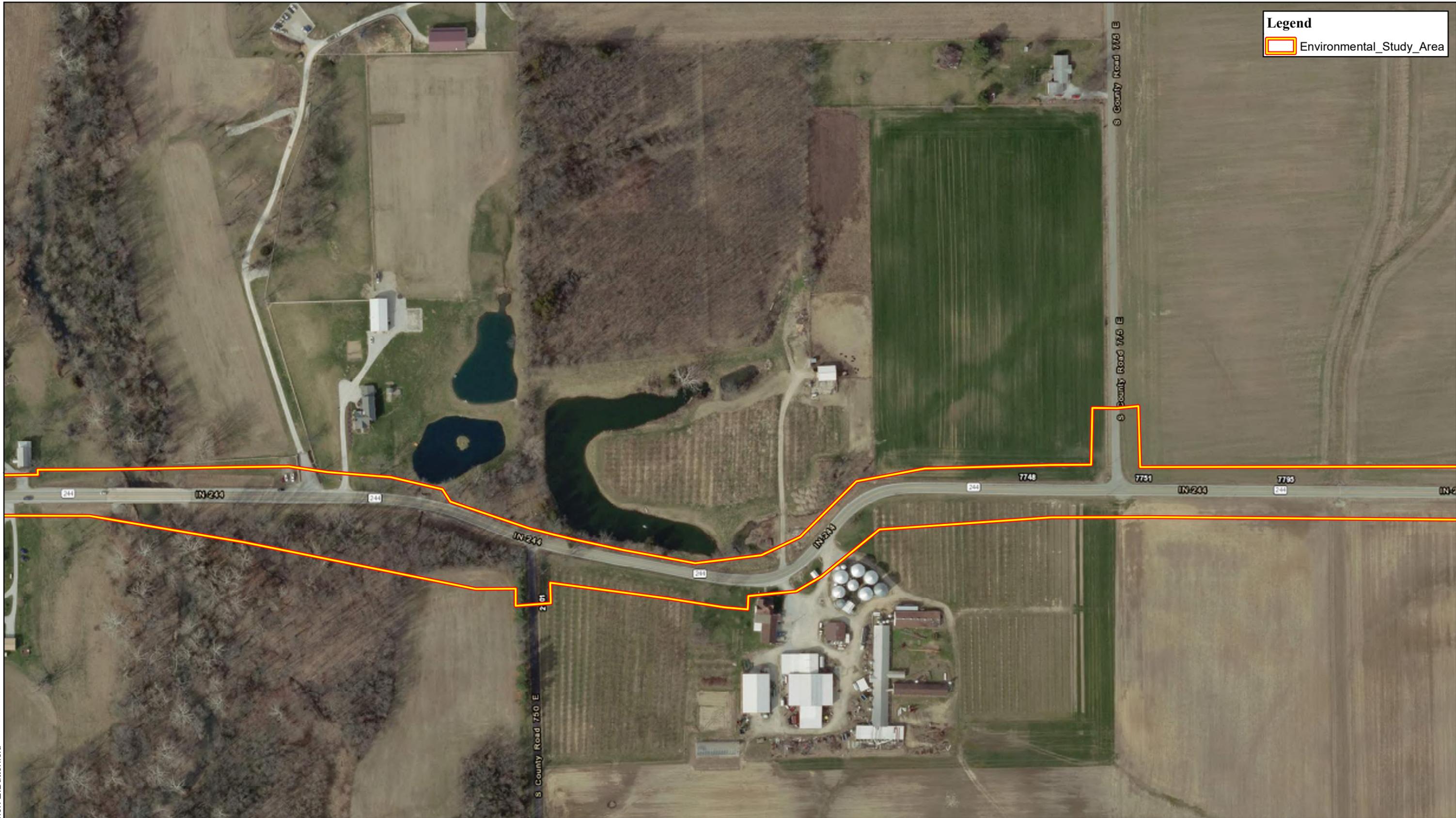
CHA Project No.  
060242

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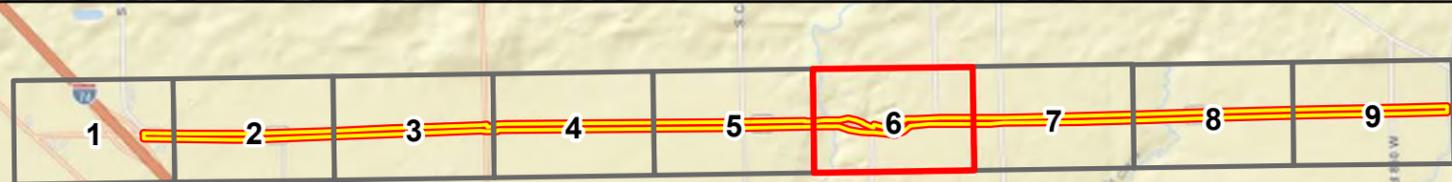
SR 244  
Shelby & Rush Counties, Indiana

Image Courtesy of the IndianaMap B-7  
Photo Date: 2017

**Legend**  
 Environmental\_Study\_Area



Date Saved: 4/26/2022 • Author: E.Butterfield



Indiana Department of Transportation



Scale 1" = 200'

CHA Project No.  
060242

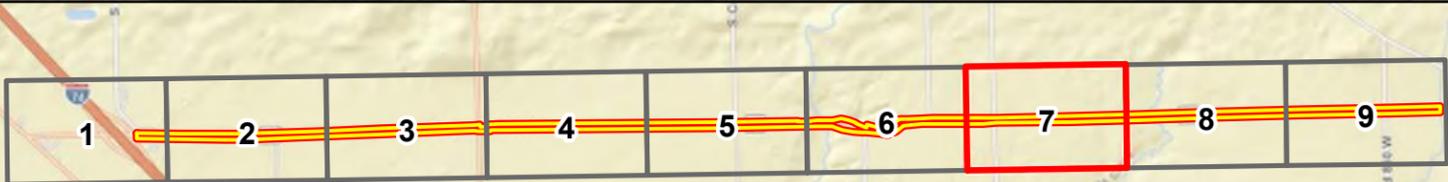
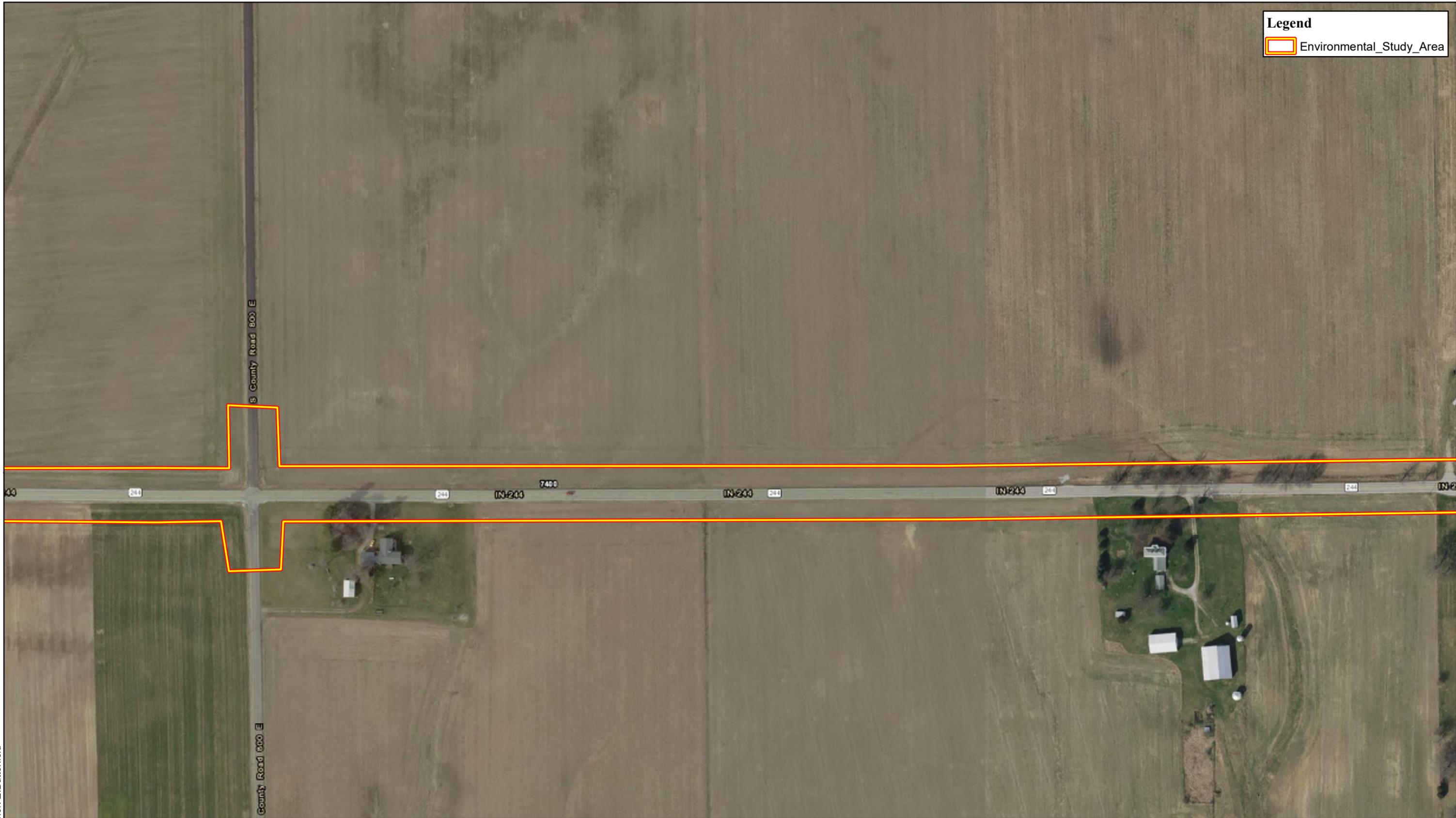
**Aerial Location Map**

SR 244  
Shelby & Rush Counties, Indiana

Image Courtesy of the IndianaMap B-8  
Photo Date: 2017

**Legend**

 Environmental\_Study\_Area



Indiana Department of Transportation



Scale 1" = 200'

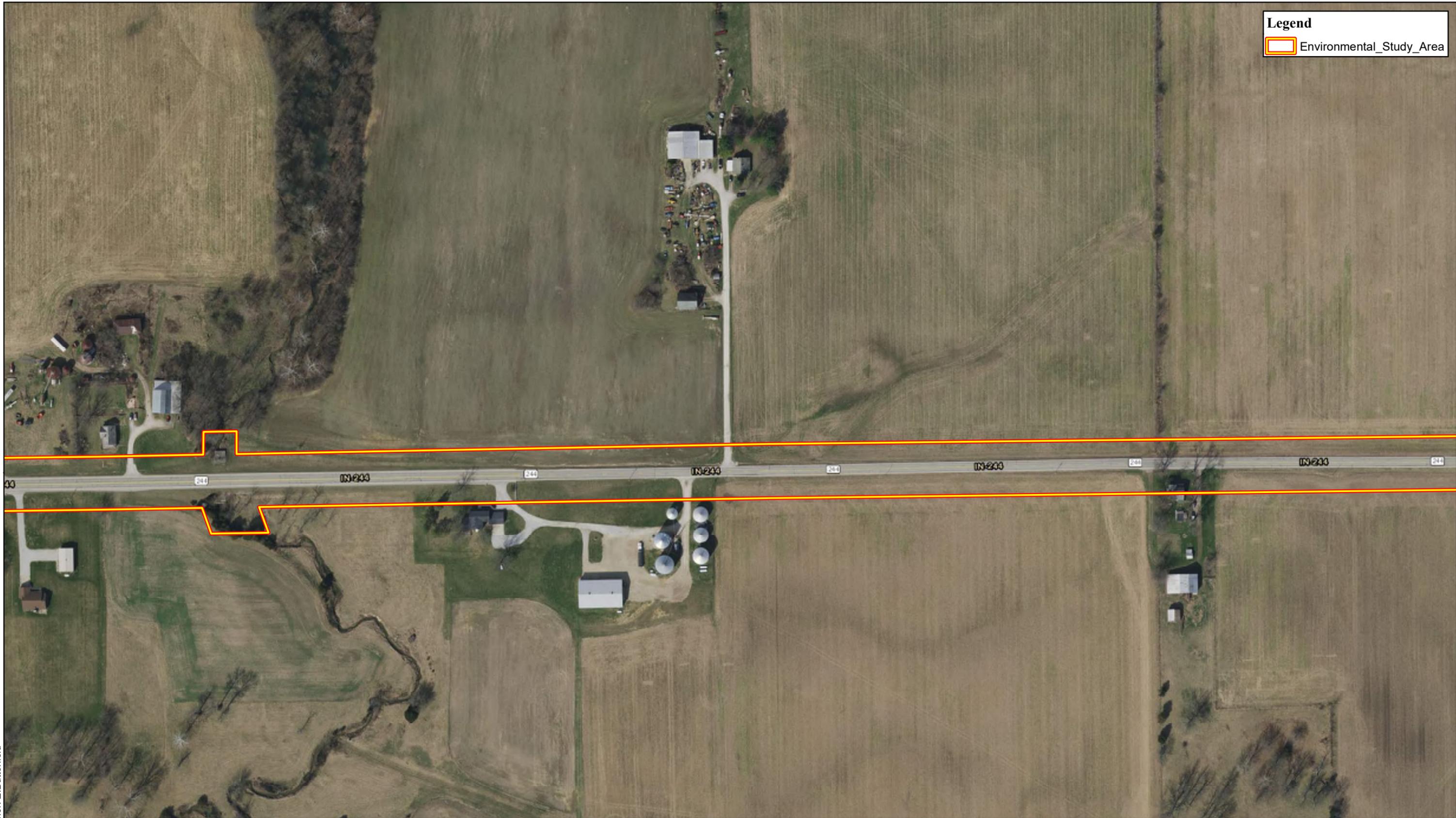
CHA Project No.  
060242

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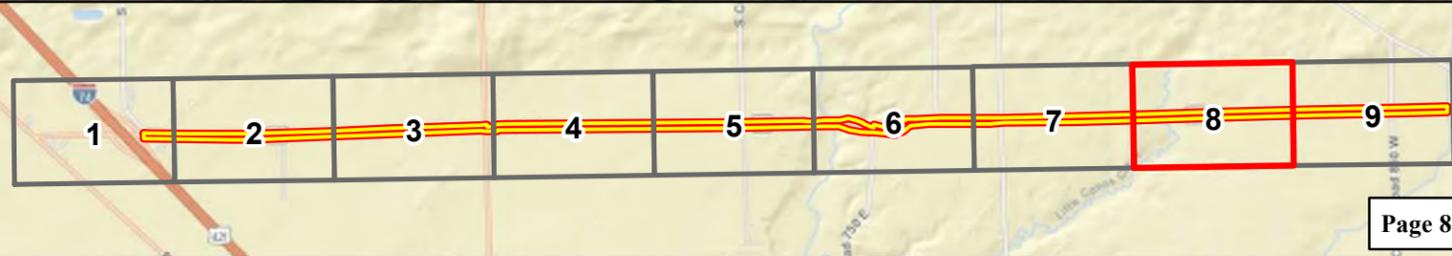
SR 244  
Shelby & Rush Counties, Indiana

Image Courtesy of the IndianaMap  
Photo Date: 2017 B-9

**Legend**  
 Environmental\_Study\_Area



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Indiana Department of Transportation



Scale 1" = 200'

CHA Project No.  
060242

**Aerial Location Map**

SR 244  
Shelby & Rush Counties, Indiana

Image Courtesy of the IndianaMap B-10  
Photo Date: 2017

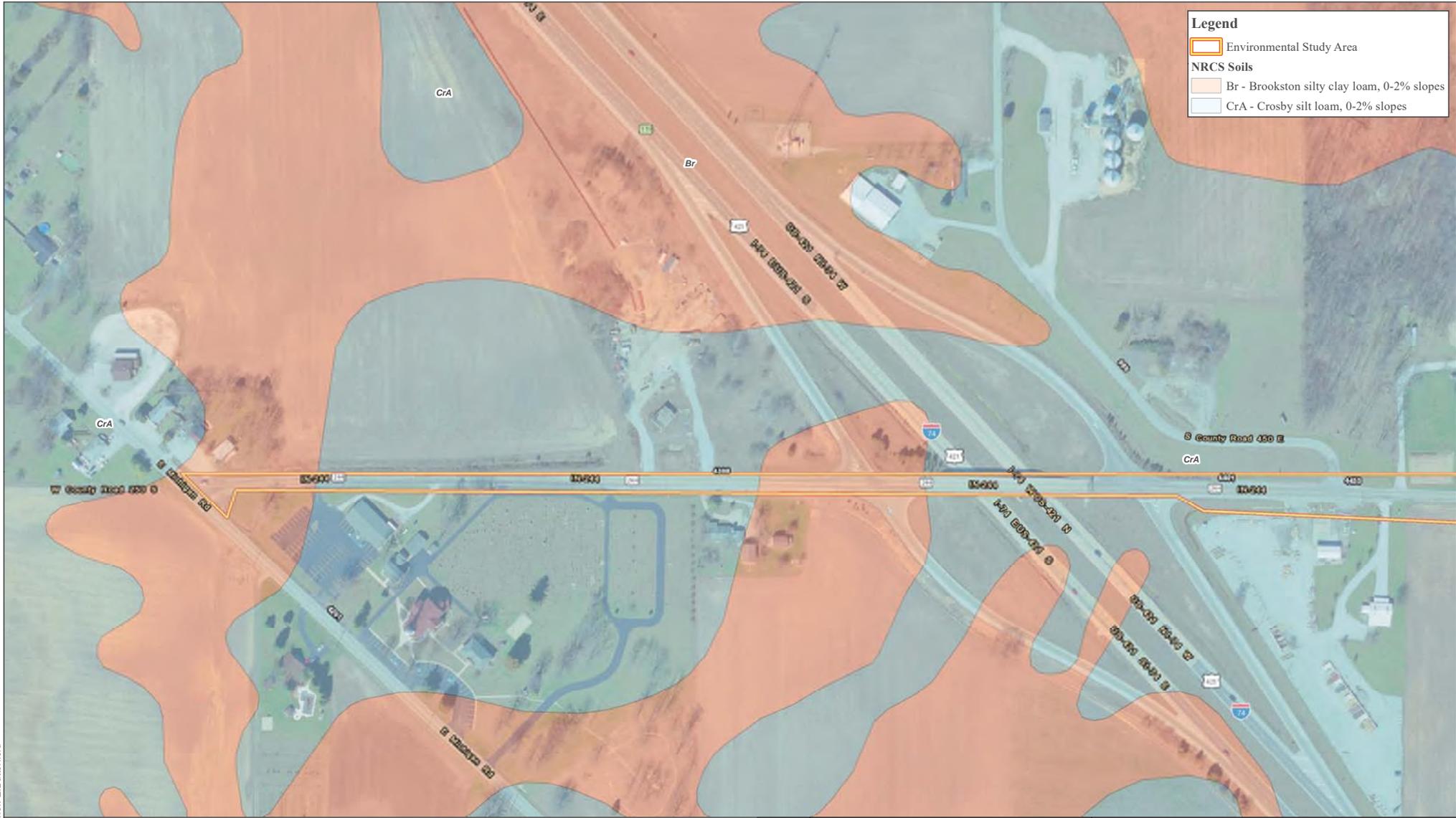
**Legend**  
 Environmental\_Study\_Area



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	Indiana Department of Transportation 		<b>Aerial Location Map</b> SR 244 Shelby & Rush Counties, Indiana
	Scale 1" = 200'	CHA Project No. 060242	<i>Image Courtesy of the IndianaMap</i> B-11 <i>Photo Date: 2017</i>



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Indiana Department of Transportation



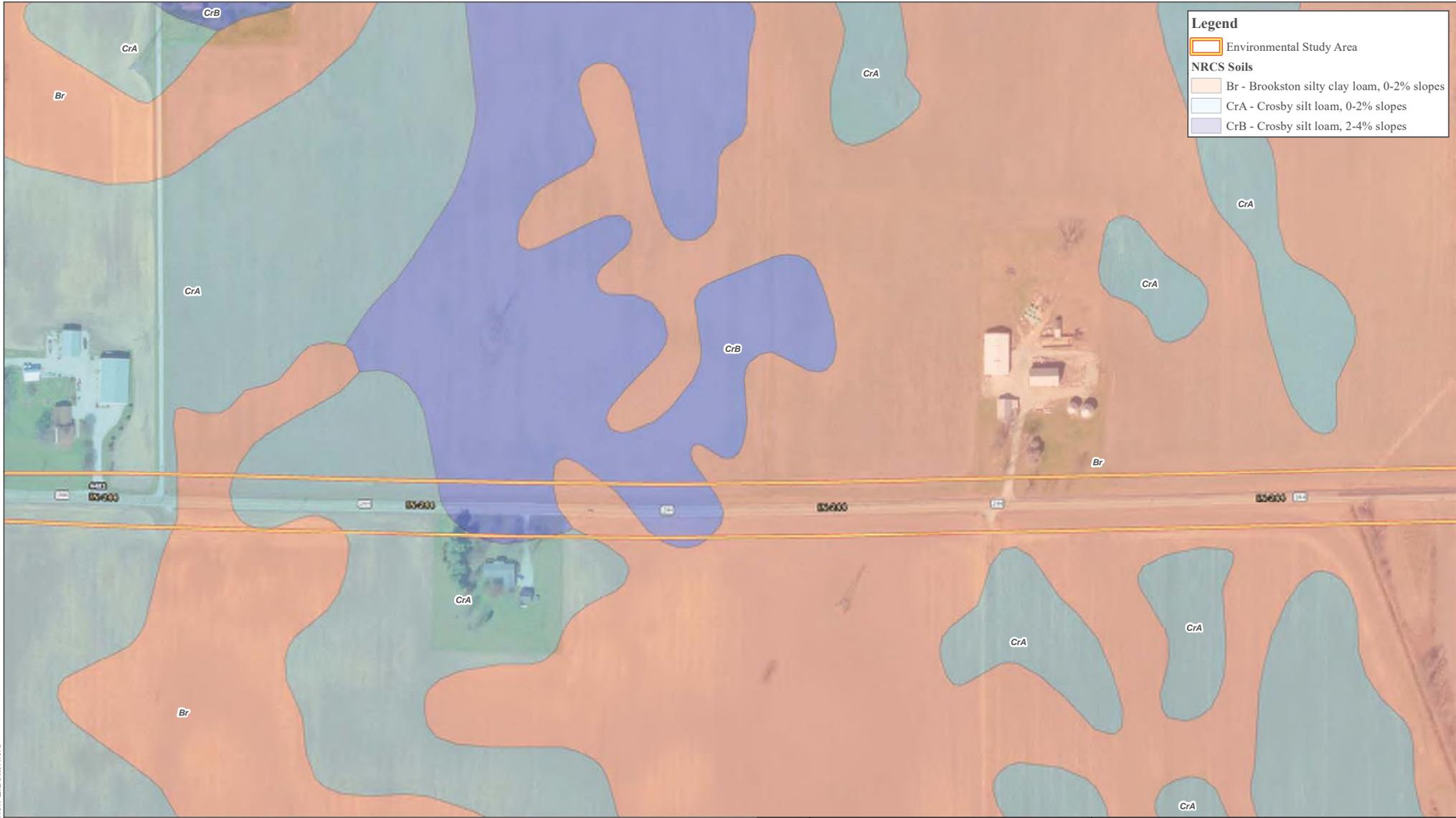
Scale 1" = 200'

DES No. 1600801

**NRCS Soils Map**

SR 244  
Shelby & Rush Counties, Indiana

*Image Courtesy of the IndianaMap  
Photo Date: 2017*



Date Saved: 12/9/2020 - Author: E.Butterfield



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Indiana Department of Transportation



Scale 1" = 200'

DES No.  
1600801

**NRCS Soils Map**

SR 244  
Shelby & Rush Counties, Indiana

Image Courtesy of the IndianaMap  
Photo Date: 2017



**Legend**

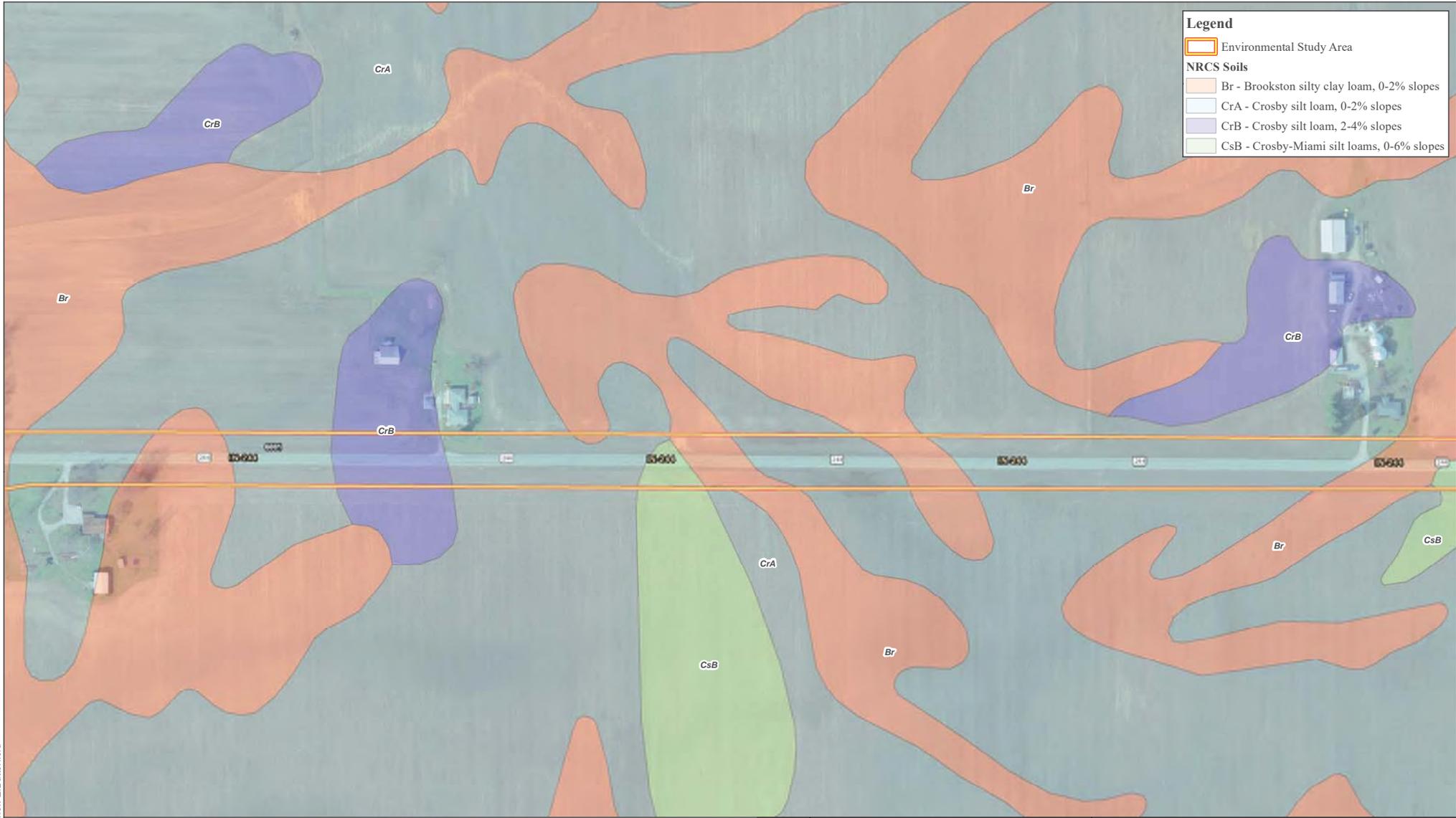
Environmental Study Area

**NRCS Soils**

- Br - Brookston silty clay loam, 0-2% slopes
- CrA - Crosby silt loam, 0-2% slopes
- CrB - Crosby silt loam, 2-4% slopes
- CsB - Crosby-Miami silt loams, 0-6% slopes
- MIB2 - Miami silt loam, 2-6% slopes, eroded



Indiana Department of Transportation 		<b>NRCS Soils Map</b> SR 244 Shelby & Rush Counties, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> Photo Date: 2017



**Legend**

Environmental Study Area

**NRCS Soils**

- Br - Brookston silty clay loam, 0-2% slopes
- CrA - Crosby silt loam, 0-2% slopes
- CrB - Crosby silt loam, 2-4% slopes
- CsB - Crosby-Miami silt loams, 0-6% slopes



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Indiana Department of Transportation



Scale 1" = 200'

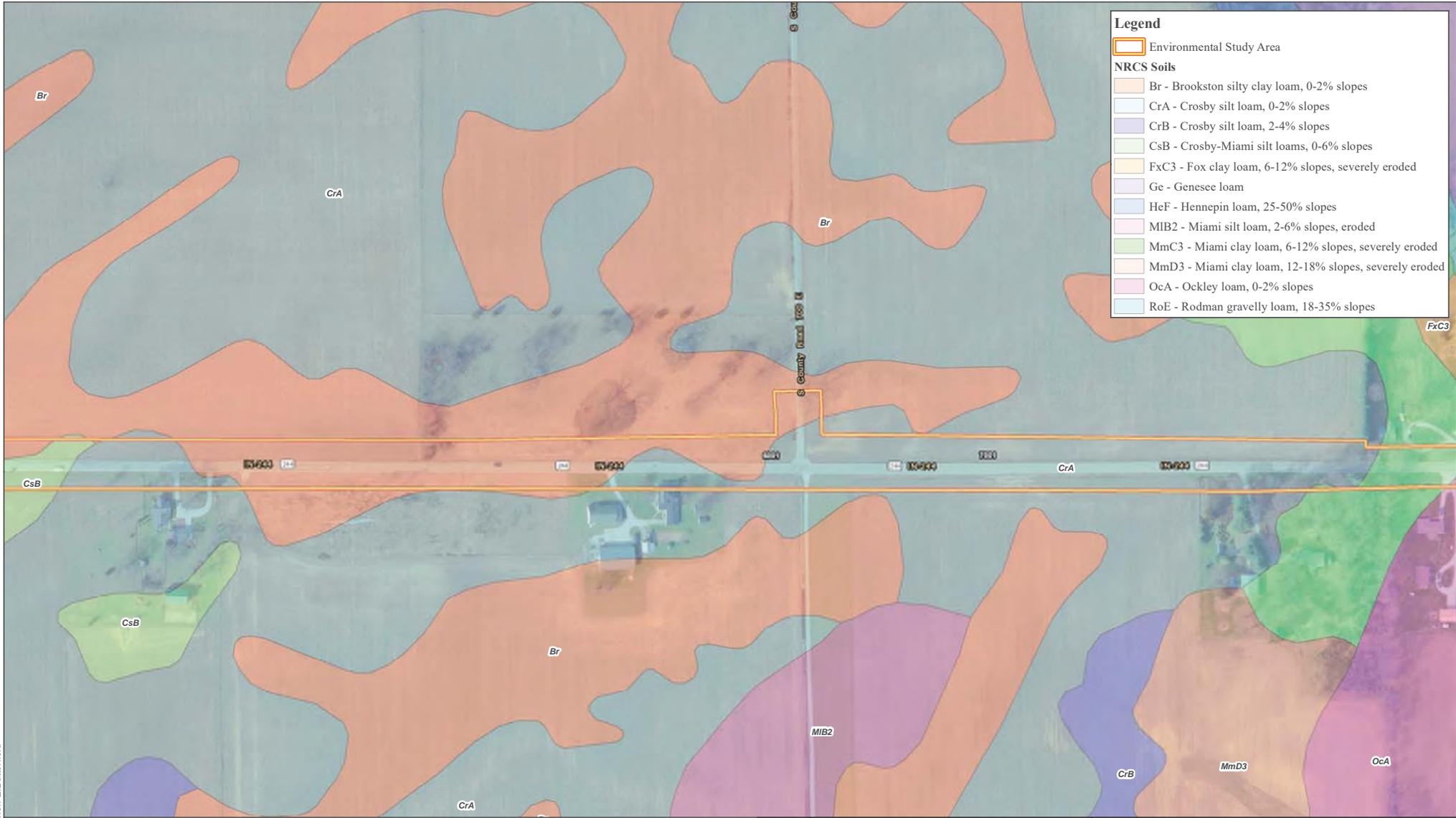
DES No.  
1600801

**NRCS Soils Map**

SR 244  
Shelby & Rush Counties, Indiana

Image Courtesy of the IndianaMap  
Photo Date: 2017

Date Saved: 12/19/2020 - Author: E.Butterfield



**Legend**

- Environmental Study Area

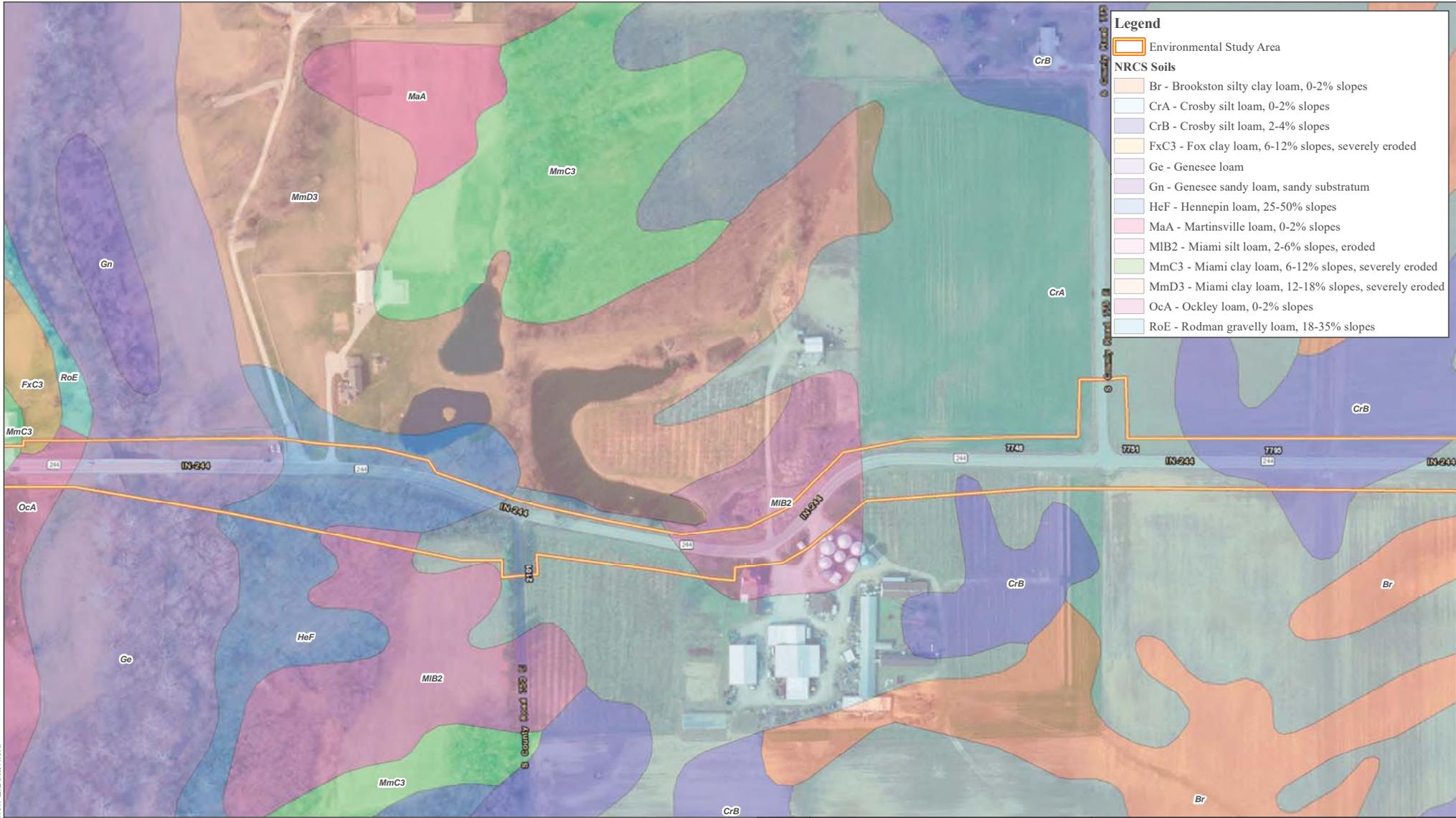
**NRCS Soils**

- Br - Brookston silty clay loam, 0-2% slopes
- CrA - Crosby silt loam, 0-2% slopes
- CrB - Crosby silt loam, 2-4% slopes
- CsB - Crosby-Miami silt loams, 0-6% slopes
- FxC3 - Fox clay loam, 6-12% slopes, severely eroded
- Ge - Genesee loam
- HeF - Hennepin loam, 25-50% slopes
- MIB2 - Miami silt loam, 2-6% slopes, eroded
- MmC3 - Miami clay loam, 6-12% slopes, severely eroded
- MmD3 - Miami clay loam, 12-18% slopes, severely eroded
- OcA - Ockley loam, 0-2% slopes
- RoE - Rodman gravelly loam, 18-35% slopes

Date Saved: 12/19/2020 - Author: E.Butterfield



	<p>Indiana Department of Transportation</p>	<p><b>NRCS Soils Map</b></p> <p>SR 244 Shelby &amp; Rush Counties, Indiana</p>
	<p>Scale 1" = 200'</p>	<p>DES No. 1600801</p>
		<p><i>Image Courtesy of the IndianaMap</i> <i>Photo Date: 2017</i></p>



**Legend**

Environmental Study Area

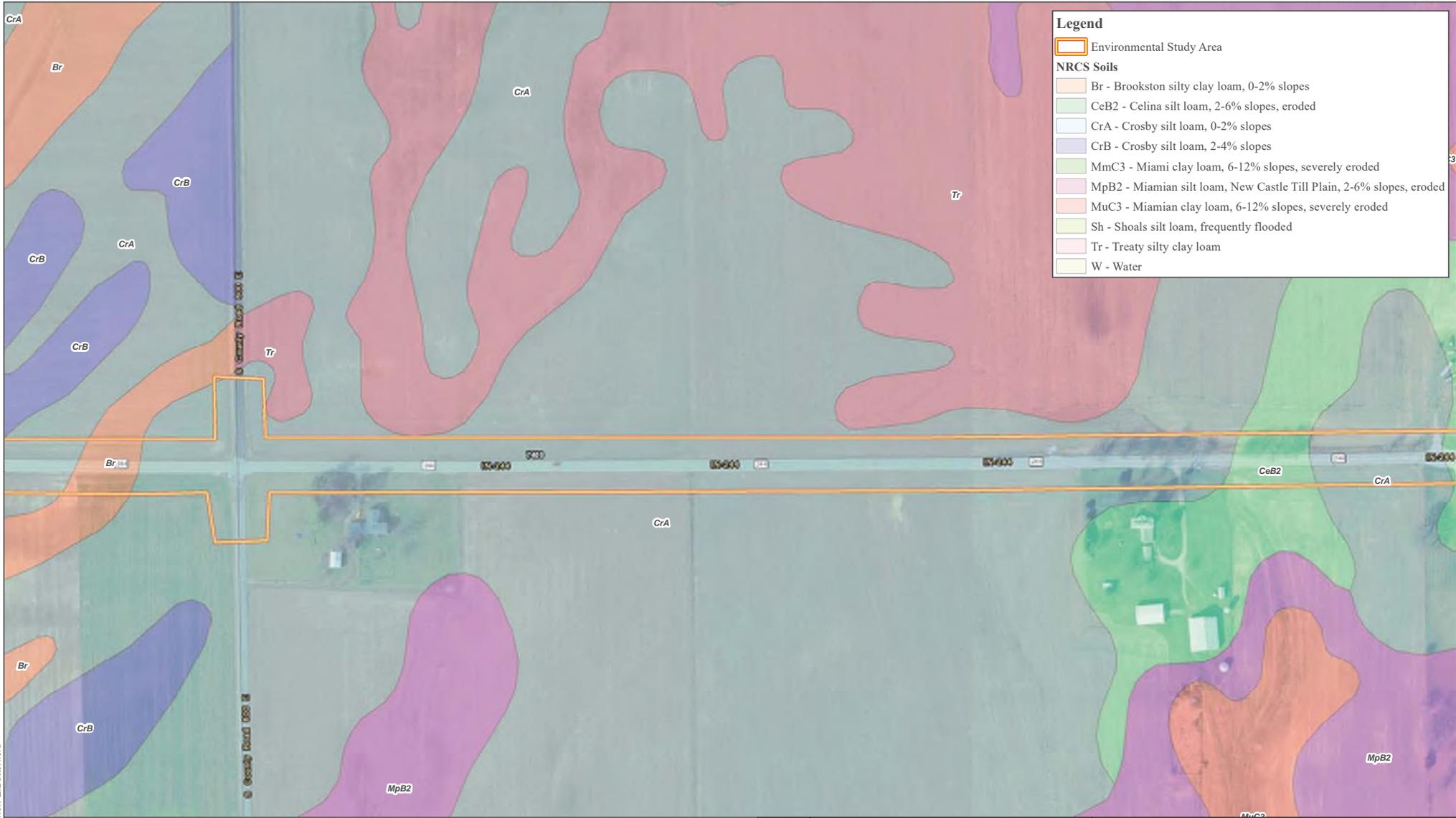
**NRCS Soils**

- Br - Brookston silty clay loam, 0-2% slopes
- CrA - Crosby silt loam, 0-2% slopes
- CrB - Crosby silt loam, 2-4% slopes
- FxC3 - Fox clay loam, 6-12% slopes, severely eroded
- Ge - Genesee loam
- Gn - Genesee sandy loam, sandy substratum
- HeF - Hennepin loam, 25-50% slopes
- MaA - Martinsville loam, 0-2% slopes
- MIB2 - Miami silt loam, 2-6% slopes, eroded
- MmC3 - Miami clay loam, 6-12% slopes, severely eroded
- MmD3 - Miami clay loam, 12-18% slopes, severely eroded
- OcA - Ockley loam, 0-2% slopes
- RoE - Rodman gravelly loam, 18-35% slopes

Date Saved: 12/9/2020 - Author: E.Butterfield



Indiana Department of Transportation 		<b>NRCS Soils Map</b> SR 244 Shelby & Rush Counties, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> Photo Date: 2017



**Legend**

Environmental Study Area

**NRCS Soils**

- Br - Brookston silty clay loam, 0-2% slopes
- CeB2 - Celina silt loam, 2-6% slopes, eroded
- CrA - Crosby silt loam, 0-2% slopes
- CrB - Crosby silt loam, 2-4% slopes
- MmC3 - Miami clay loam, 6-12% slopes, severely eroded
- MpB2 - Miamian silt loam, New Castle Till Plain, 2-6% slopes, eroded
- MuC3 - Miamian clay loam, 6-12% slopes, severely eroded
- Sh - Shoals silt loam, frequently flooded
- Tr - Treaty silty clay loam
- W - Water

Date Saved: 12/9/2020 - Author: E.Butterfield



Indiana Department of Transportation 		<b>NRCS Soils Map</b> SR 244 Shelby & Rush Counties, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> Photo Date: 2017



**Legend**

Environmental Study Area

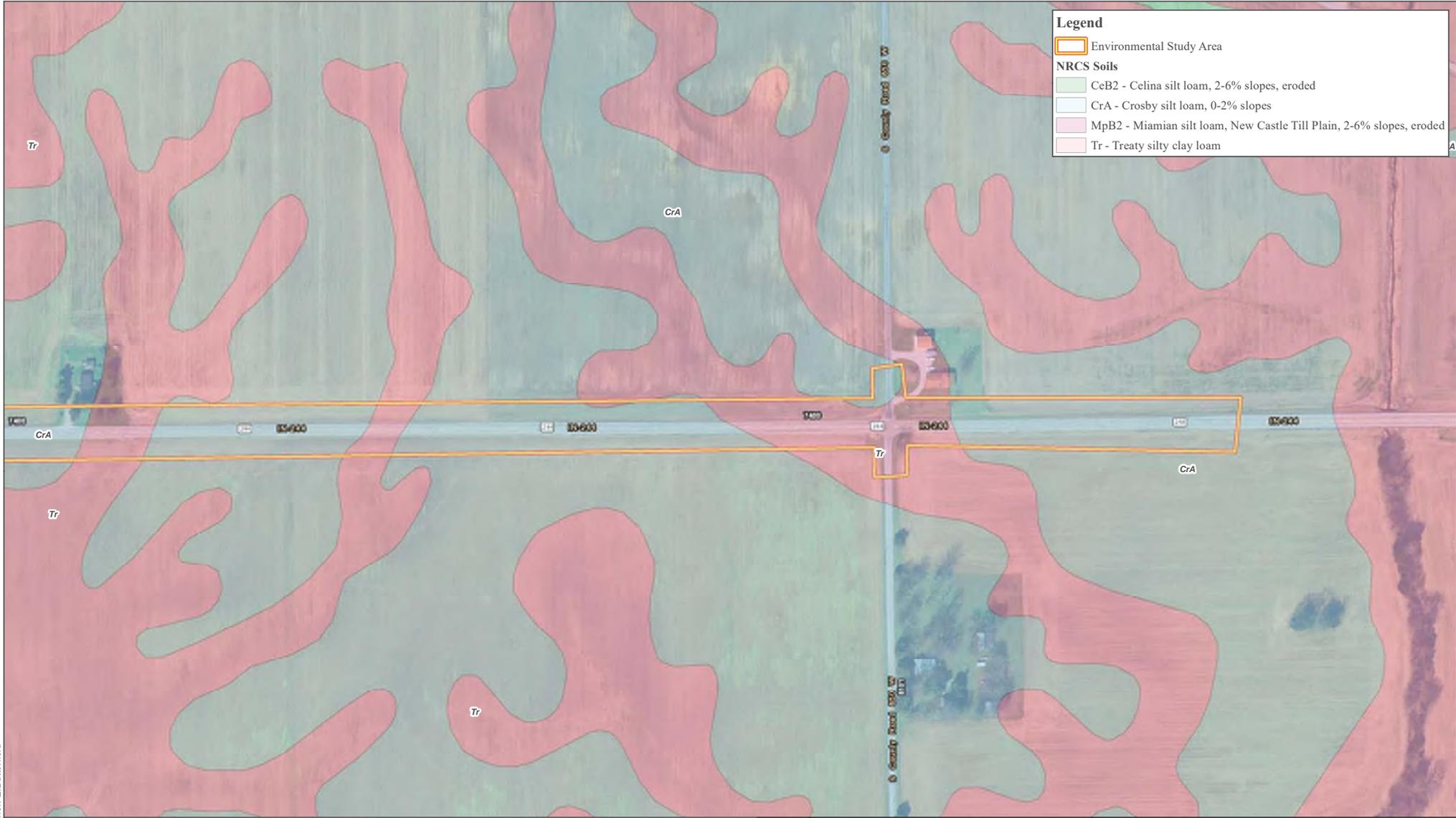
**NRCS Soils**

- CeB2 - Celina silt loam, 2-6% slopes, eroded
- CrA - Crosby silt loam, 0-2% slopes
- MpB2 - Miamian silt loam, New Castle Till Plain, 2-6% slopes, eroded
- MuC3 - Miamian clay loam, 6-12% slopes, severely eroded
- Sh - Shoals silt loam, frequently flooded
- Tr - Treaty silty clay loam
- W - Water

Date Saved: 12/19/2020 - Author: E.Butterfield



<p>Indiana Department of Transportation</p>		<p><b>NRCS Soils Map</b></p> <p>SR 244 Shelby &amp; Rush Counties, Indiana</p>
<p>Scale 1" = 200'</p>	<p>DES No. 1600801</p>	<p><i>Image Courtesy of the IndianaMap</i> <i>Photo Date: 2017</i></p>



**Legend**

- Environmental Study Area

**NRCS Soils**

- CeB2 - Celina silt loam, 2-6% slopes, eroded
- CrA - Crosby silt loam, 0-2% slopes
- MpB2 - Miamian silt loam, New Castle Till Plain, 2-6% slopes, eroded
- Tr - Treaty silty clay loam

Date Saved: 12/9/2020 - Author: E.Butterfield



	<p>Indiana Department of Transportation</p>	<p><b>NRCS Soils Map</b> SR 244 Shelby &amp; Rush Counties, Indiana</p>
<p>Scale 1" = 200'</p>	<p>DES No. 1600801</p>	<p><i>Image Courtesy of the IndianaMap Photo Date: 2017</i></p>



**Legend**

-  Environmental Study Area
-  NWI Wetlands

Date Saved: 8/26/2020 - Author: E.Butterfield



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Indiana Department of Transportation 		<b>NWI Wetlands Map</b> SR 244 Shelbyville, Shelby County, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> <i>Photo Date: 2017</i>



**Legend**

-  Environmental Study Area
-  NWI Wetlands

Date Saved: 8/26/2020 - Author: E.Butterfield



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Indiana Department of Transportation 		<b>NWI Wetlands Map</b> SR 244 Shelbyville, Shelby County, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> <i>Photo Date: 2017</i>



**Legend**

-  Environmental Study Area
-  NWI Wetlands

Date Saved: 8/26/2020 - Author: E.Butterfield



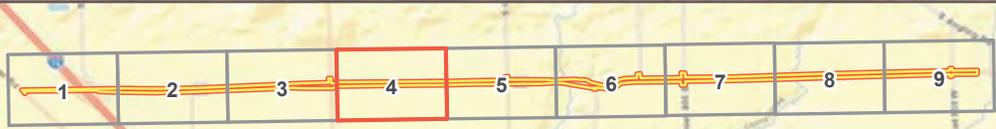
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Indiana Department of Transportation 		<b>NWI Wetlands Map</b> SR 244 Shelbyville, Shelby County, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> <i>Photo Date: 2017</i>

**Legend**

-  Environmental Study Area
-  NWI Wetlands



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Indiana Department of Transportation



Scale 1" = 200'

DES No.  
1600801

**NWI Wetlands Map**

SR 244  
Shelbyville, Shelby County, Indiana

Image Courtesy of the IndianaMap  
Photo Date: 2017

**Legend**

- Environmental Study Area
- NWI Wetlands



Date Saved: 8/26/2020 - Author: E.Butterfield



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Indiana Department of Transportation 		<b>NWI Wetlands Map</b> SR 244 Shelbyville, Shelby County, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> <i>Photo Date: 2017</i>



**Legend**

-  Environmental Study Area
-  NWI Wetlands

Date Saved: 8/26/2020 - Author: E.Butterfield



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Indiana Department of Transportation 		<b>NWI Wetlands Map</b> SR 244 Shelbyville, Shelby County, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> Photo Date: 2017

**Legend**

-  Environmental Study Area
-  NWI Wetlands



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Indiana Department of Transportation



Scale 1" = 200'

DES No.  
1600801

**NWI Wetlands Map**

SR 244  
Shelbyville, Shelby County, Indiana

Image Courtesy of the IndianaMap  
Photo Date: 2017

**Legend**

- Environmental Study Area
- NWI Wetlands



Date Saved: 8/26/2020 - Author: E.Butterfield



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Indiana Department of Transportation

Scale 1" = 200'

DES No. 1600801

**NWI Wetlands Map**  
 SR 244  
 Shelbyville, Shelby County, Indiana

*Image Courtesy of the IndianaMap  
 Photo Date: 2017*



**Legend**

-  Environmental Study Area
-  NWI Wetlands



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Indiana Department of Transportation



Scale 1" = 200'

DES No.  
1600801

**NWI Wetlands Map**  
SR 244  
Shelbyville, Shelby County, Indiana

*Image Courtesy of the IndianaMap  
Photo Date: 2017*

Date Saved: 8/26/2020 - Author: E.Butterfield



**Legend**

- Environmental Study Area
- DNR Floodzones**
- A
- AE



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Indiana Department of Transportation

**CIA**

Scale 1" = 200'

DES No.  
1600801

**IDNR Floodzones Map**

SR 244  
Shelby & Rush Counties, Indiana

*Image Courtesy of the IndianaMap  
Photo Date: 2017*

Date Saved: 12/9/2020 - Author: E.Butterfield



**Legend**

Environmental Study Area

**DNR Floodzones**

A

AE



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Indiana Department of Transportation

**IDNR Floodzones Map**

SR 244

Shelby & Rush Counties, Indiana

Scale 1" = 200'

DES No.  
1600801

Image Courtesy of the IndianaMap  
Photo Date: 2017

Date Saved: 12/9/2020 - Author: E.Butterfield



**Legend**

-  Environmental Study Area
- DNR Floodzones**
-  A
-  AE

Date Saved: 12/9/2020 - Author: E.Butterfield



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Indiana Department of Transportation 		<b>IDNR Floodzones Map</b> SR 244 Shelby & Rush Counties, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> <i>Photo Date: 2017</i>



**Legend**

-  Environmental Study Area
- DNR Floodzones**
-  A
-  AE

Date Saved: 12/9/2020 - Author: E.Butterfield



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Indiana Department of Transportation



Scale 1" = 200'

DES No.  
1600801

**IDNR Floodzones Map**  
SR 244  
Shelby & Rush Counties, Indiana

*Image Courtesy of the IndianaMap  
Photo Date: 2017*



**Legend**

-  Environmental Study Area
- DNR Floodzones**
-  A
-  AE



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Indiana Department of Transportation



Scale 1" = 200'

DES No.  
1600801

**IDNR Floodzones Map**

SR 244  
Shelby & Rush Counties, Indiana

Image Courtesy of the IndianaMap  
Photo Date: 2017

Date Saved: 12/9/2020 - Author: E.Butterfield



**Legend**

-  Environmental Study Area
- DNR Floodzones**
-  A
-  AE



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Indiana Department of Transportation



Scale 1" = 200'

DES No.  
1600801

**IDNR Floodzones Map**  
SR 244  
Shelby & Rush Counties, Indiana

Image Courtesy of the IndianaMap  
Photo Date: 2017



**Legend**

Environmental Study Area

**DNR Floodzones**

A

AE

Date Saved: 12/9/2020 • Author: E.Butterfield



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Indiana Department of Transportation 		<b>IDNR Floodzones Map</b> SR 244 Shelby & Rush Counties, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> Photo Date: 2017



**Legend**

-  Environmental Study Area
- DNR Floodzones**
-  A
-  AE



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Indiana Department of Transportation



Scale 1" = 200'

DES No.  
1600801

**IDNR Floodzones Map**  
SR 244  
Shelby & Rush Counties, Indiana

*Image Courtesy of the IndianaMap  
Photo Date: 2017*

Date Saved: 12/9/2020 - Author: E.Butterfield



**Legend**

-  Environmental Study Area
- DNR Floodzones**
-  A
-  AE



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Indiana Department of Transportation



Scale 1" = 200'

DES No.  
1600801

**IDNR Floodzones Map**  
SR 244  
Shelby & Rush Counties, Indiana

*Image Courtesy of the IndianaMap  
Photo Date: 2017*



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**Legend**

-  Environmental Study Area
-  Photo Points



Indiana Department of Transportation



Scale 1" = 200'

DES No.  
1600801

**Photo Location Map**

SR 244  
Shelby & Rush Counties, Indiana

*Image Courtesy of the IndianaMap  
Photo Date: 2017*

Date Saved: 1/5/2021 • Author: E.Butterfield



**Legend**

-  Environmental Study Area
-  Photo Points



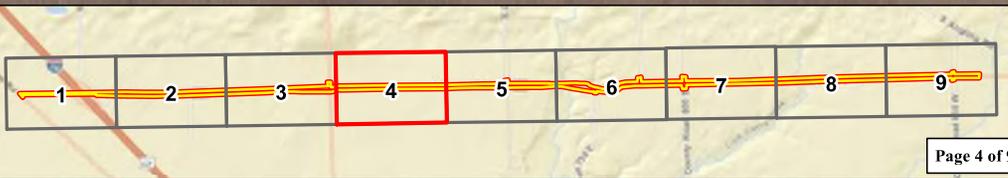
Indiana Department of Transportation 		<b>Photo Location Map</b> SR 244 Shelby & Rush Counties, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> Photo Date: 2017

Date Saved: 1/5/2021 • Author: E.Butterfield



**Legend**

-  Environmental Study Area
-  Photo Points



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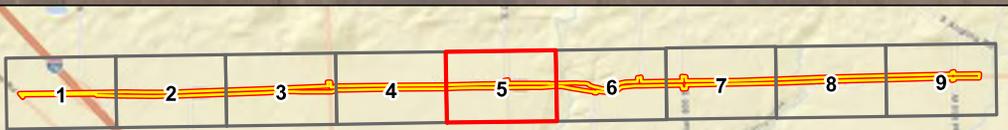
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Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> <i>Photo Date: 2017</i>

Date Saved: 1/5/2021 • Author: E.Butterfield



**Legend**

- Environmental Study Area
- Photo Points

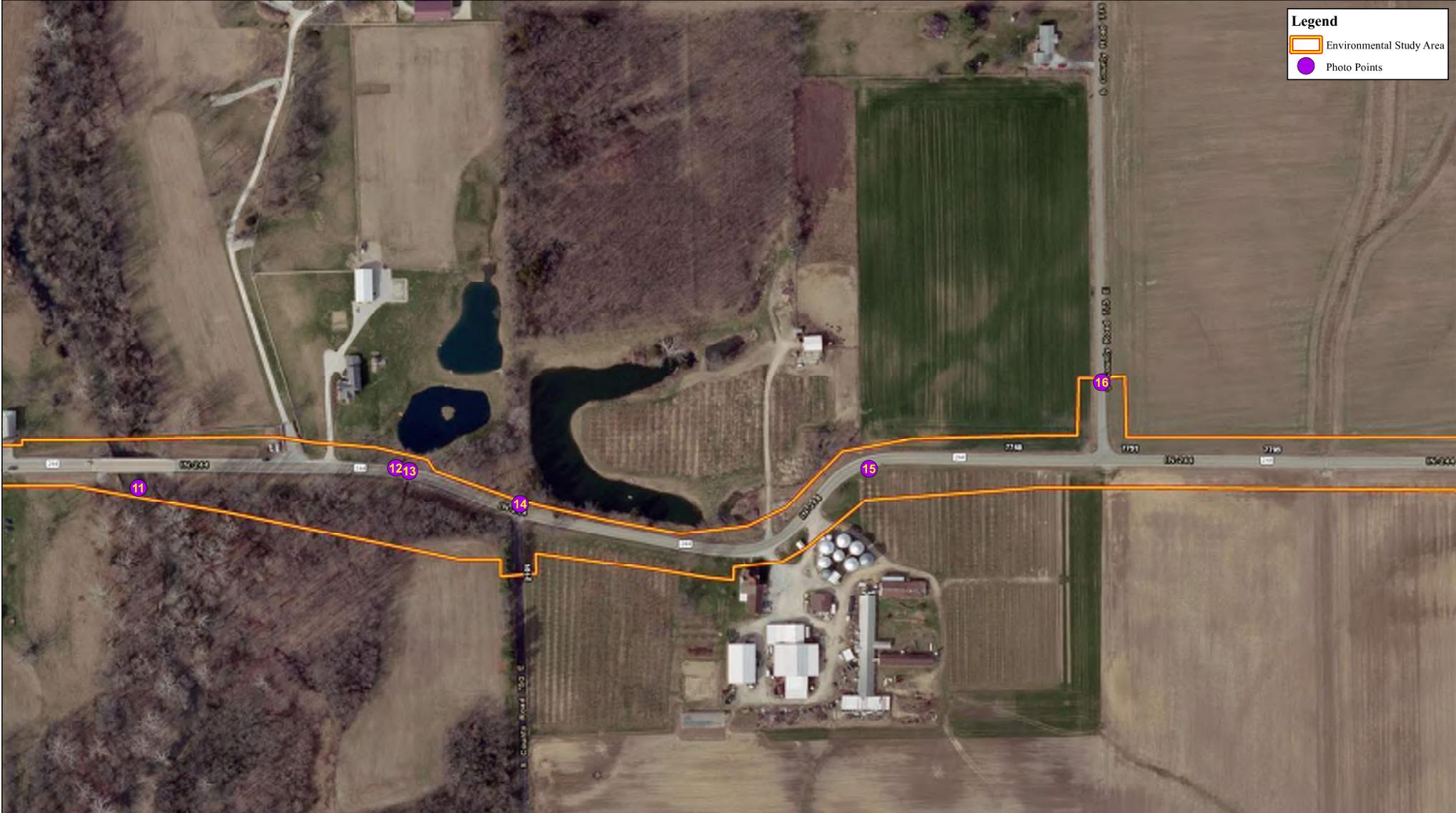


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Indiana Department of Transportation 		<b>Photo Location Map</b> SR 244 Shelby & Rush Counties, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> <i>Photo Date: 2017</i>

Date Saved: 1/5/2021 • Author: E.Butterfield



**Legend**

- Environmental Study Area
- Photo Points



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Indiana Department of Transportation



Scale 1" = 200'

DES No.  
1600801

**Photo Location Map**

SR 244  
Shelby & Rush Counties, Indiana

*Image Courtesy of the IndianaMap  
Photo Date: 2017*

Date Saved: 1/5/2021 • Author: E.Butterfield



**Legend**

-  Environmental Study Area
-  Photo Points



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Indiana Department of Transportation 		<b>Photo Location Map</b> SR 244 Shelby & Rush Counties, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> Photo Date: 2017



**Legend**

- Environmental Study Area
- Photo Points



	<p>Indiana Department of Transportation</p>	<p><b>Photo Location Map</b></p> <p>SR 244 Shelby &amp; Rush Counties, Indiana</p>
<p>Scale 1" = 200'</p>	<p>DES No. 1600801</p>	<p><i>Image Courtesy of the IndianaMap</i> Photo Date: 2017</p>

Date Saved: 1/5/2021 • Author: E.Butterfield



**Legend**

- Environmental Study Area
- Photo Points



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Indiana Department of Transportation 		<b>Photo Location Map</b> SR 244 Shelby & Rush Counties, Indiana
Scale 1" = 200'	DES No. 1600801	<i>Image Courtesy of the IndianaMap</i> Photo Date: 2017

SR 244 Rehabilitation, Shelby County, IN

INDOT DES: 1600801



PP-1; Looking southwest at UNT 1 from the culvert that carries the intermittent stream under SR 244 (9-29-2020).



PP-2, Looking west towards the intersection of SR 244 and Michigan Road (9-29-2020).



PP-2; Looking east along SR 244 east towards I-74 interchange (9-29-2020).



PP-3; Looking west along SR 244 towards the I-74 interchange (9-29-2020).



PP-4; Looking south at the start of UNT 2, an intermittent stream (9-29-2020)



PP-5; Looking north at UNT 3 and the culvert that carries the ephemeral stream under SR 244 (9-29-2020).



PP-6; Looking south from S CR 600 E at the intersection with SR 244 (9-29-2020).



PP-7; Looking north along S CR 600 E at the intersection with SR 244 (9-29-2020)

SR 244 Rehabilitation, Shelby County, IN



PP-8; Looking north along S CR 700 E from the south side of SR 244 (9-29-2020)

INDOT DES: 1600801



PP-9; Looking south at Travis Road and active farm fields along the project area (9-29-2020).



PP-10; Looking east along SR 244 towards the Conns Creek bridge (9-29-2020).



PP-10; Looking west along SR 244 east of the Conns Creek bridge (9-29-2020).

SR 244 Rehabilitation, Shelby County, IN



PP-11; Looking north at the bridge over Conns Creek, a perennial stream (9-29-2020).

INDOT DES: 1600801



PP-12; Looking east along SR 244 (9-29-2020).



PP-13; Looking south at the UNT 4 culvert from the north side of SR 244 (9-29-2020).



PP-14; Looking north along S CR 750 E at the intersection with SR 244 (9-29-2020).

SR 244 Rehabilitation, Shelby County, IN



PP-15; Looking southwest along SR 244 (9-29-2020).

INDOT DES: 1600801



PP-16; Looking south along S CR 775 E at the intersection with SR 244 (9-29-2020)



PP-17; Looking north along S CR 800 E at the intersection with SR 244 (9-29-2020).



PP-18; Looking north at the culverts that carry Little Conns Creek under SR 244 (9-30-2020)

SR 244 Rehabilitation, Shelby County, IN



PP-19; Looking northeast at Little Conns Creek, a perennial stream (9-30-2020).

INDOT DES: 1600801



PP-20; Looking north at a gas well and concrete wall east of Little Conns Creek on the south side of SR 244 (9-30-2020).



PP-21; Looking south along S CR 850 W at the intersection with SR 244 (9-30-2020).



PP-22; Looking west along SR 244 at the west end of the project area (9-30-2020).

PROJECT	DESIGNATION
1600801	1600801
CONTRACT	
R-42264	

# INDIANA DEPARTMENT OF TRANSPORTATION



## ROAD PLANS

ROUTE: SR 244 FROM: RP 0+00 TO: RP 5+00.6

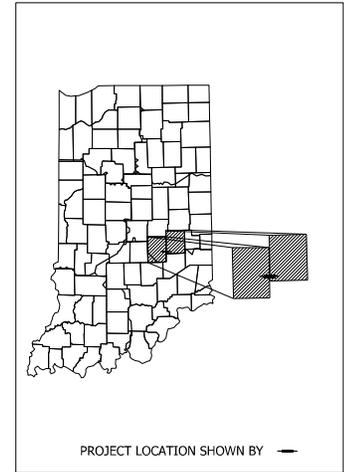
PROJECT NO.            1600801            P.E.  
                                  1600801            C.E.  
                                  1600801            R/W

ROAD REHABILITATION PROJECT ON SR 244 FROM 0.35 MI W OF I-74 TO 5.06 MI E OF I-74 AT DEER CREEK  
IN SECTIONS 7, 8, 9, 12, 13, 16, 17, 18, TOWNSHIP 12 NORTH, RANGE 7, 8 EAST IN LIBERTY TOWNSHIP  
AND SECTIONS 10, 11, 14, 15 TOWNSHIP 12 NORTH, RANGE 8 EAST IN ORANGE TOWNSHIP

Gross Length: 4,920 MI.  
Net Length: 4,880 MI.  
Maximum Grade: 7.98 %

TRAFFIC DATA		
A.A.D.T. (2024)		1,996 V.P.D.
A.A.D.T. (2044)		2,483 V.P.D.
D.V.I.V (2044)		219 V.P.H.
DIRECTIONAL DISTRIBUTION		48.81% DIR
TRUCKS		18.00% A.A.D.T.
		0.00% D.H.V.
DESIGN DATA		
DESIGN SPEED		50 M.P.H.
PROJECT DESIGN CRITERIA		PARTIAL 3R (Non-Freeway)
FUNCTIONAL CLASSIFICATION		State Collector
RURAL/URBAN		Rural
TERRAIN		Level
ACCESS CONTROL		None

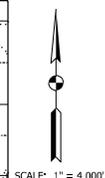
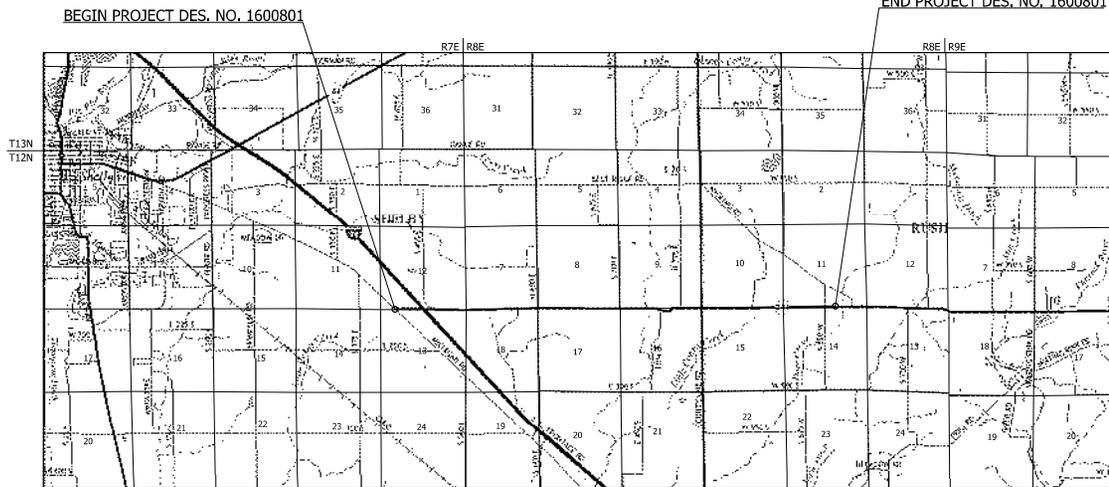
Additional Right-of-Way  
Required For This Project



PROJECT LOCATION SHOWN BY —

LATITUDE: 39°29'49" N    LONGITUDE: 85°38'49" W

HUC #051202050303 & #051202050501



STAGE 2 PLANS  
April 22, 2022

**LOCATION MAP**  
Liberty Township, Shelby County  
Orange Township, Rush County

INDIANA DEPARTMENT OF TRANSPORTATION  
STANDARD SPECIFICATIONS DATED 2022  
TO BE USED WITH THESE PLANS

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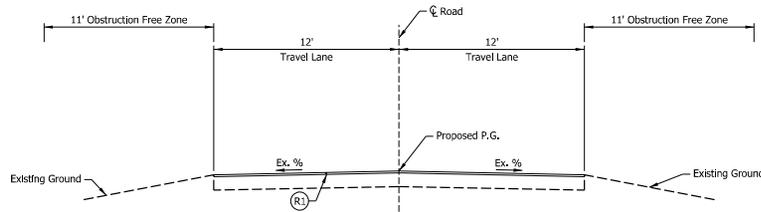


PLANS PREPARED BY: CHA Consulting, Inc.	317.786.0461 PHONE NUMBER
CERTIFIED BY: _____	DATE _____
APPROVED FOR LETTING: _____	INDIANA DEPARTMENT OF TRANSPORTATION

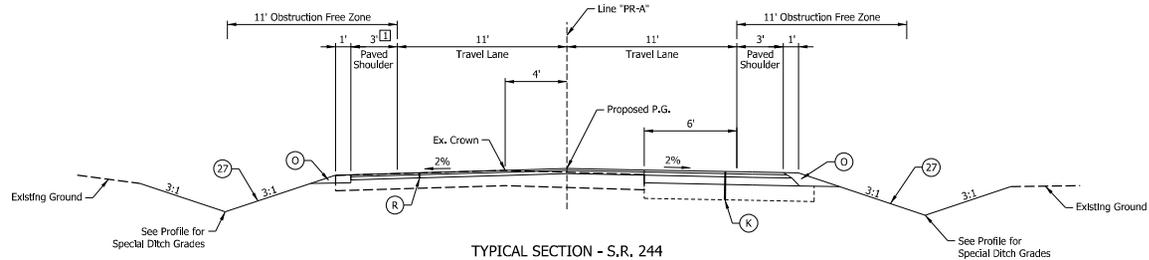
BRIDGE FILE	
DESIGNATION 1600801	
SURVEY BOOK	SHEETS
1	of 229
CONTRACT	PROJECT
R-42264	1600801



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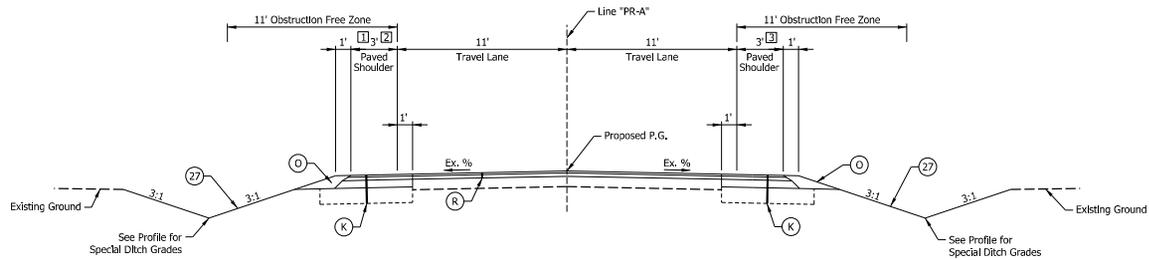


**TYPICAL INCIDENTAL SECTION - S.R. 244**  
 Sta. 0+91.50 to Sta. 27+10.86 "S-7-B"  
 Sta. 286+89.42 to Sta. 286+39.42 "S-7-B"



**TYPICAL SECTION - S.R. 244**  
 Sta. 0+00.00 to Sta. 98+27.94 "PR-A"  
 Sta. 126+38.00 to Sta. 134+08.75 "PR-A"  
 Sta. 142+00.00 to Sta. 147+10.00 "PR-A"

[1] Shoulder Width 2' at Sta. 140+34.05 to 147+00.00 and Varies from 2' at Sta. 147+00.00 to 3' at Sta. 147+50.00



**TYPICAL SECTION - S.R. 244**  
 Sta. 98+27.94 to Sta. 126+38.00 "PR-A"  
 Sta. 147+10.00 to Sta. 150+50.00 "PR-A"

[2] Full Depth Varies from 0' at Sta. 98+27.90 to 4' at Sta. 109+12.75 and from 4' at Sta. 123+69.94 to 2' at Sta. 126+38.00  
 [3] Full Depth Varies from 8' at Sta. 98+27.90 to 4' at Sta. 109+12.75 from 4' at Sta. 123+69.94 to 9' at Sta. 126+38.00 9' at Sta. 147+10.00 to Sta. 150+50.00

LEGEND	
(K)	165 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on 660 lb/syd QC/QA-HMA, 2, 64, Base, 19.0 mm on Subgrade Treatment Type (See Approach Table)
(O)	Guardrail
(27)	Seed Mixture, R
(K)	165 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on Asphalt Milling, Variable (4" Max)
(R)	165 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm on Milling, Asphalt, 1.5"

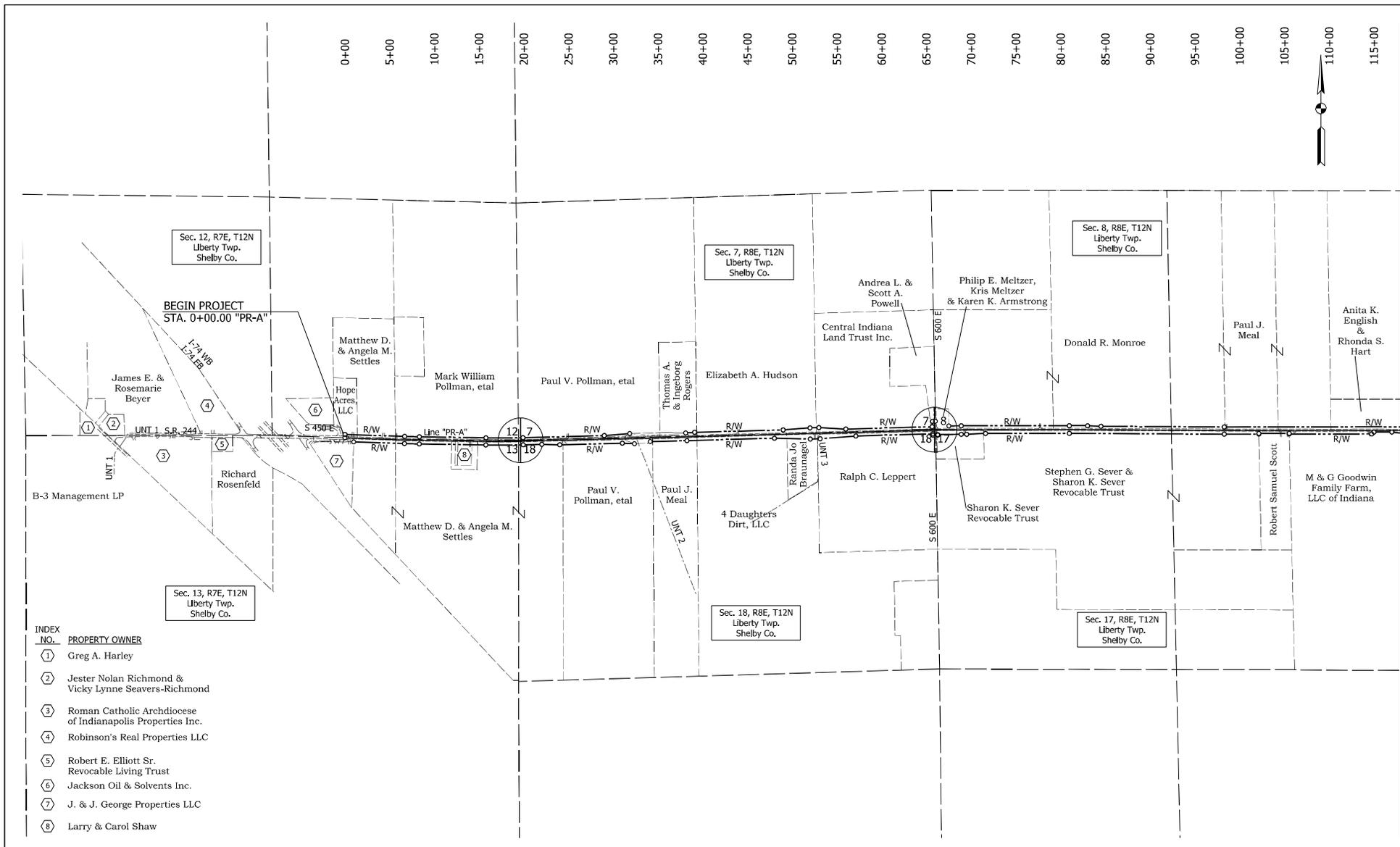
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SJS	DRAWN: SJS	
CHECKED: CJC	CHECKED: CJC	

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**  
  
**TYPICAL SECTION**  
**S.R. 244 - LINE "PR-A"**

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	
VERTICAL SCALE	DESIGNATION
1/4" = 1'-0"	1600801
SURVEY BOOK	SHEETS
	3 of 229
CONTRACT	PROJECT
14-42264	1600801



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 4/22/2024  
 10:51:14 AM



**INDEX**

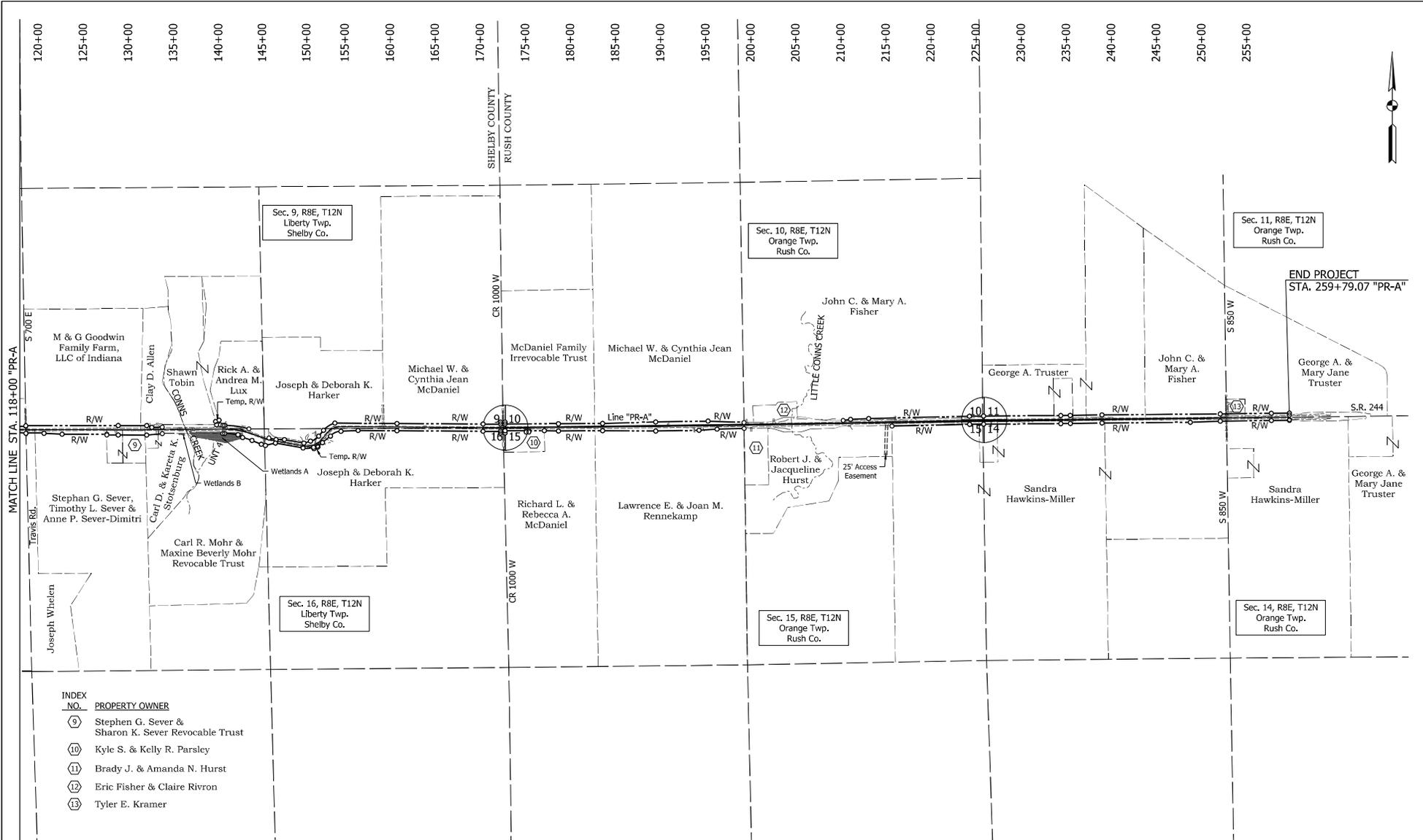
NO.	PROPERTY OWNER
①	Greg A. Harley
②	Jester Nolan Richmond & Vicky Lynne Seavers-Richmond
③	Roman Catholic Archdiocese of Indianapolis Properties Inc.
④	Robinson's Real Properties LLC
⑤	Robert E. Elliott Sr. Revocable Living Trust
⑥	Jackson Oil & Solvents Inc.
⑦	J. & J. George Properties LLC
⑧	Larry & Carol Shaw

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: SJS _____	DRAWN: SJS _____	
CHECKED: CJC _____	CHECKED: CJC _____	

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**  
  
**PLAT NO. 1**

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	DESIGNATION
VERTICAL SCALE	1600801
SURVEY BOOK	SHEETS
	15 of 229
CONTRACT	PROJECT
R-42264	1600801

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 TIME: 10:17 AM  
 USER: JCS



**INDEX**

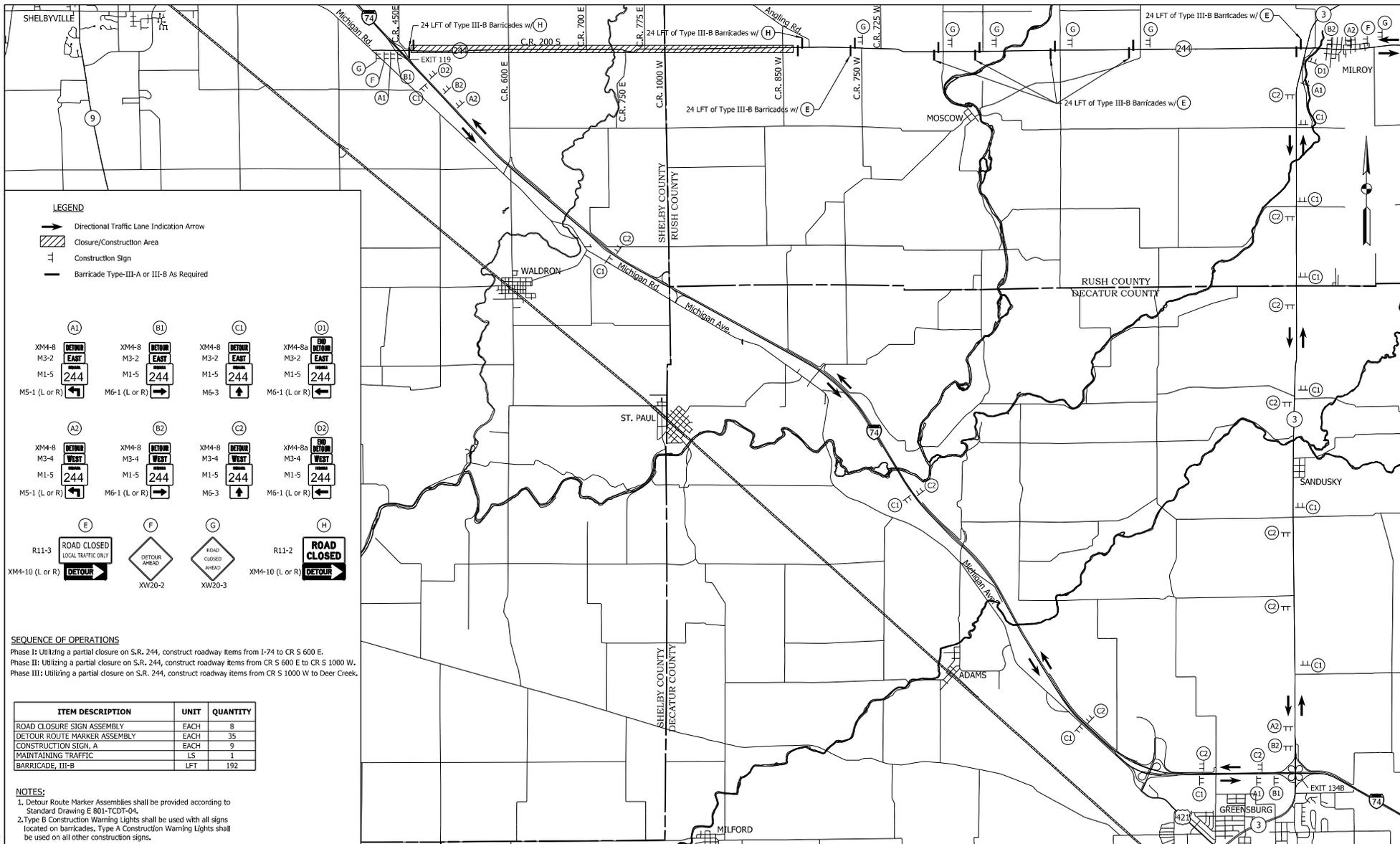
INDEX NO.	PROPERTY OWNER
9	Stephen G. Sever & Sharon K. Sever Revocable Trust
10	Kyle S. & Kelly R. Parsley
11	Brady J. & Amanda N. Hurst
12	Eric Fisher & Claire Rivron
13	Tyler E. Kramer

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SJS	DRAWN: SJS	
CHECKED: CJC	CHECKED: CJC	

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**  
  
 PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	DESIGNATION
VERTICAL SCALE	1600801
SURVEY BOOK	SHEETS
CONTRACT	16 of 229
R-42264	PROJECT
	1600801

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 DATE PLOTTED: 4/22/2022  
 TIME PLOTTED: 3:53:20 PM



**LEGEND**

- Directional Traffic Lane Indication Arrow
- Closure/Construction Area
- Construction Sign
- Barricade Type-III-A or III-B As Required

<p>(A1)</p>	<p>(B1)</p>	<p>(C1)</p>	<p>(D1)</p>
<p>(A2)</p>	<p>(B2)</p>	<p>(C2)</p>	<p>(D2)</p>
<p>(E)</p>	<p>(F)</p>	<p>(G)</p>	<p>(H)</p>

**SEQUENCE OF OPERATIONS**

- Phase I: Utilizing a partial closure on S.R. 244, construct roadway items from I-74 to CR S 600 E.
- Phase II: Utilizing a partial closure on S.R. 244, construct roadway items from CR S 600 E to CR S 1000 W.
- Phase III: Utilizing a partial closure on S.R. 244, construct roadway items from CR S 1000 W to Deer Creek.

ITEM DESCRIPTION	UNIT	QUANTITY
ROAD CLOSURE SIGN ASSEMBLY	EACH	8
DETOUR ROUTE MARKER ASSEMBLY	EACH	35
CONSTRUCTION SIGN, A	EACH	9
MAINTAINING TRAFFIC	LS	1
BARRICADE, III-B	LFT	192

- NOTES:**
1. Detour Route Marker Assemblies shall be provided according to Standard Drawing E 801-TCDDT-04.
  2. Type B Construction Warning Lights shall be used with all signs located on barricades. Type A Construction Warning Lights shall be used on all other construction signs.

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SJS	DRAWN: SJS	
CHECKED: CJC	CHECKED: CJC	

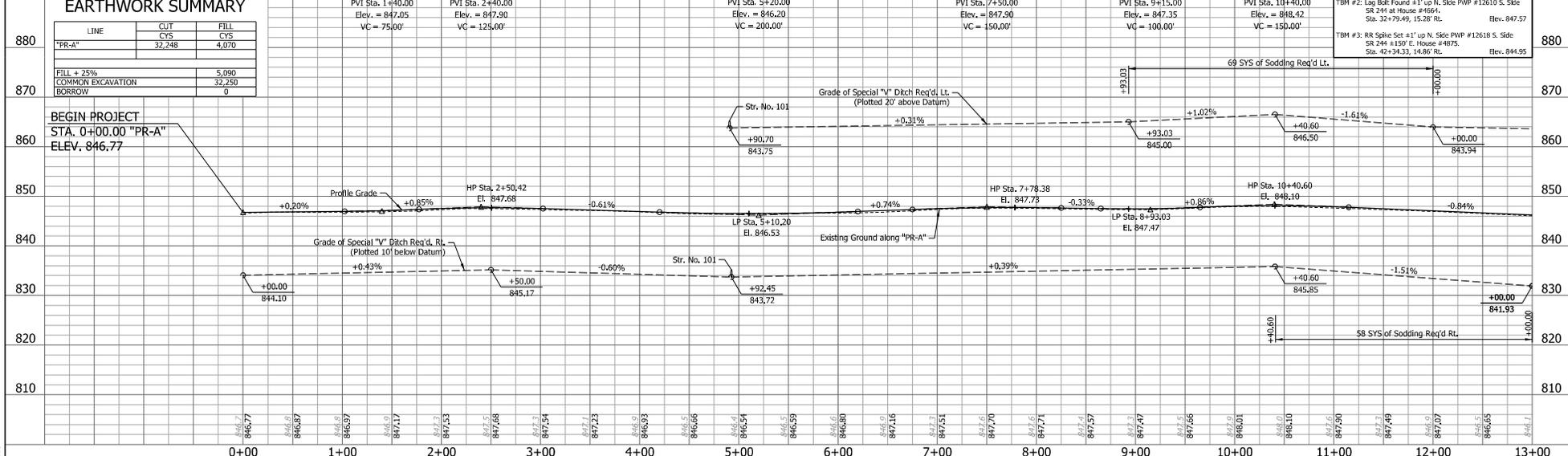
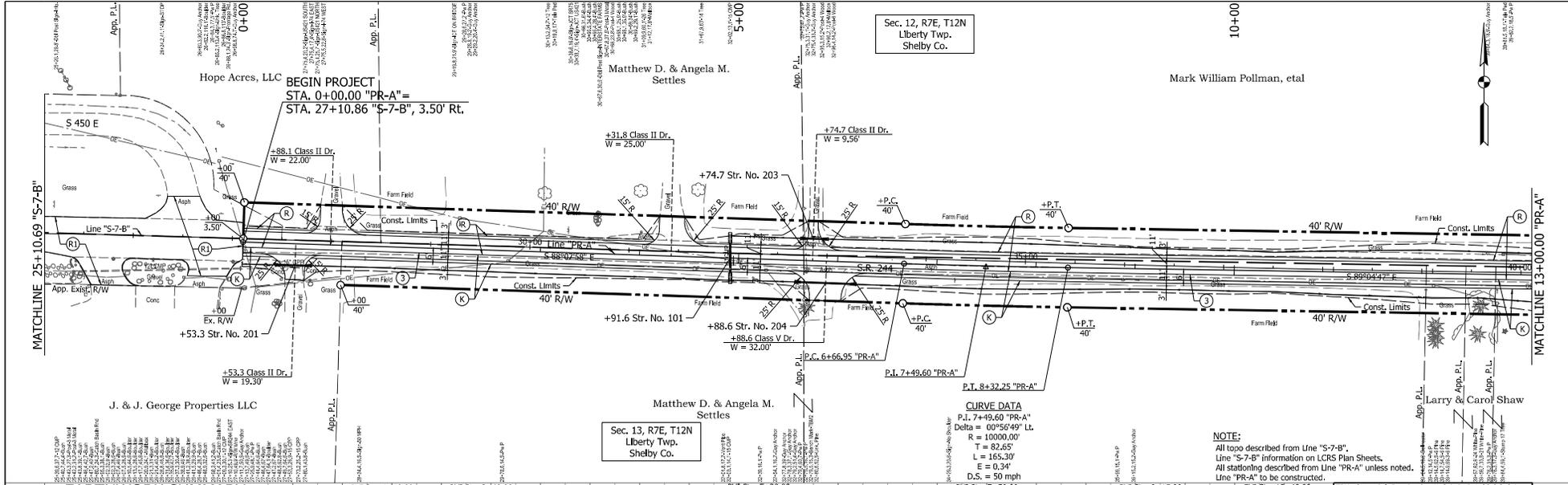
**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**  
  
**MAINTENANCE OF TRAFFIC**  
**DETOUR ROUTE**

HORIZONTAL SCALE	BRIDGE FILE
1" = 300'	
VERTICAL SCALE	DESIGNATION
	1600801
SURVEY BOOK	SHEETS
	17 of 229
CONTRACT	PROJECT
14-42264	1600801





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 TIME PLOTTED: 3:53:50 PM



**EARTHWORK SUMMARY**

LINE	CUT CYS	FILL CYS
"PR-A"	32,248	4,070
FILL + 25% COMMON EXCAVATION BORROW	5,000 32,250 0	

STATION	ELEVATION	GRADE	REMARKS
0+00	846.77	+0.20%	BEGIN PROJECT STA. 0+00.00 "PR-A" ELEV. 846.77
1+00	846.87	+0.85%	
2+00	847.17	-0.61%	
3+00	847.53	+0.74%	
4+00	847.53	-0.33%	
5+00	846.59	+0.80%	
6+00	846.80	-0.84%	
7+00	847.51	+0.31%	
8+00	847.71	-1.61%	
9+00	847.57	+1.02%	
10+00	847.47	-1.61%	
11+00	847.53	+0.43%	
12+00	847.07	-0.60%	
13+00	846.65	-1.51%	

**LEGEND**

- 165 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on 660 lb/syd QC/QA-HMA, 2, 64, Base, 19.0 mm on Subgrade Treatment Type IC
- 165 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on Asphalt Milling, Variable (4" Max)
- 165 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm on Milling, Asphalt, 1.5"
- Saw Cut Line

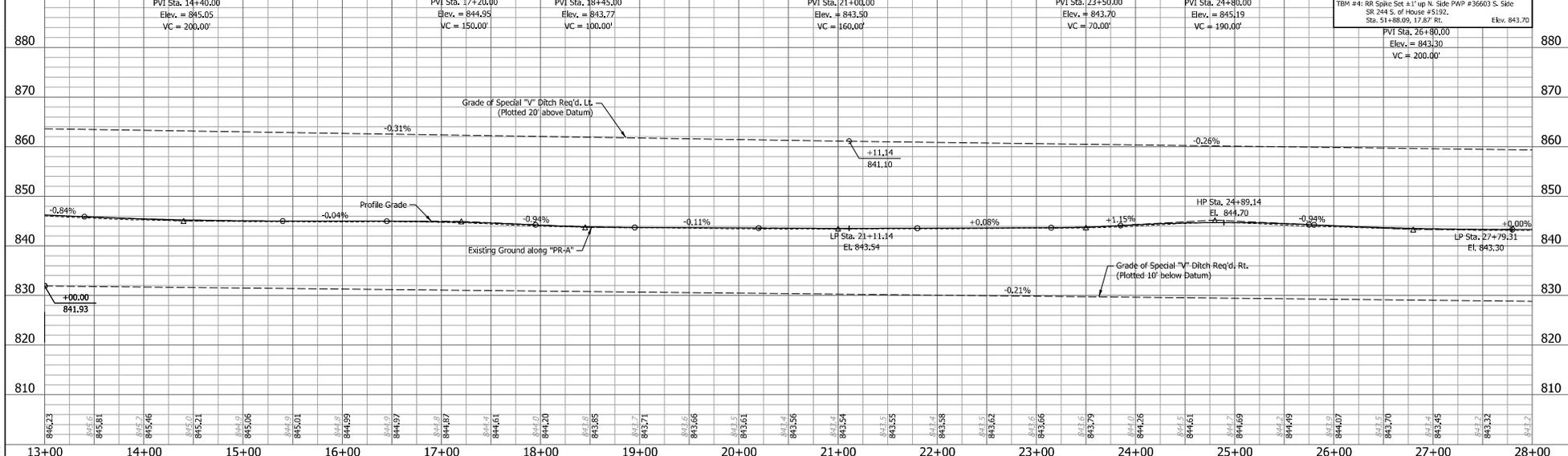
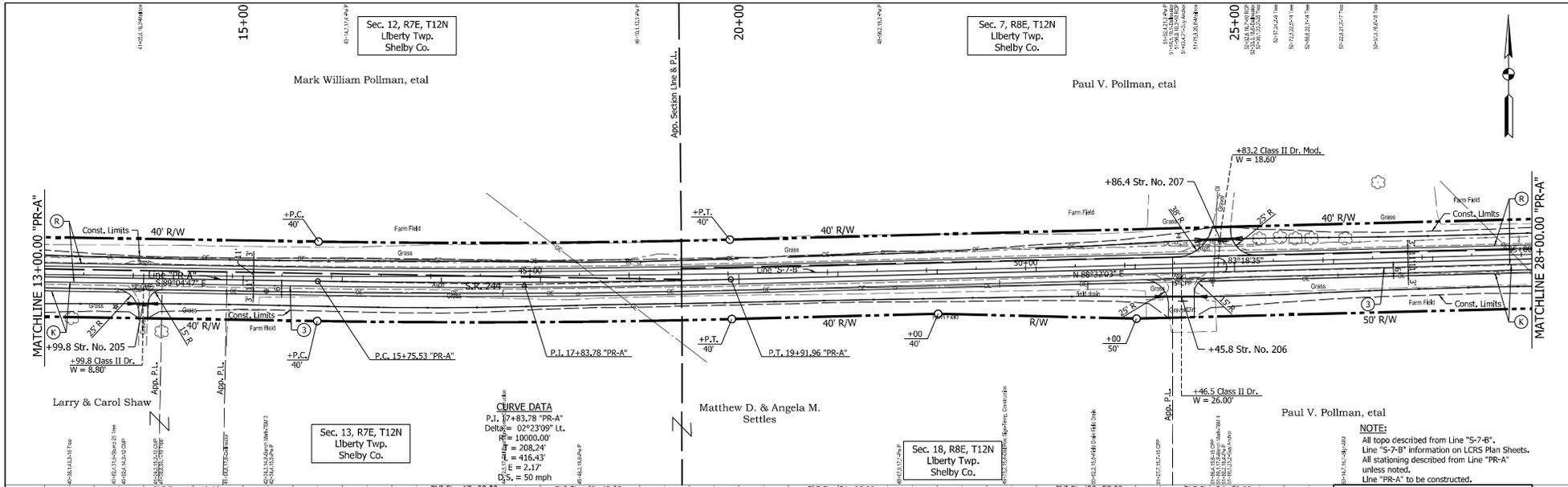
**INDIANA DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE S.R. 244 - LINE "PR-A"**

DESIGNED: SIS      DRAWN: SIS      CHECKED: CJC

HORIZONTAL SCALE: 1" = 50'  
 VERTICAL SCALE: 1" = 10'  
 SURVEY BOOK: 20  
 SHEETS: 1 of 229  
 PROJECT: R-42264  
 BRIDGE FILE: 1600801

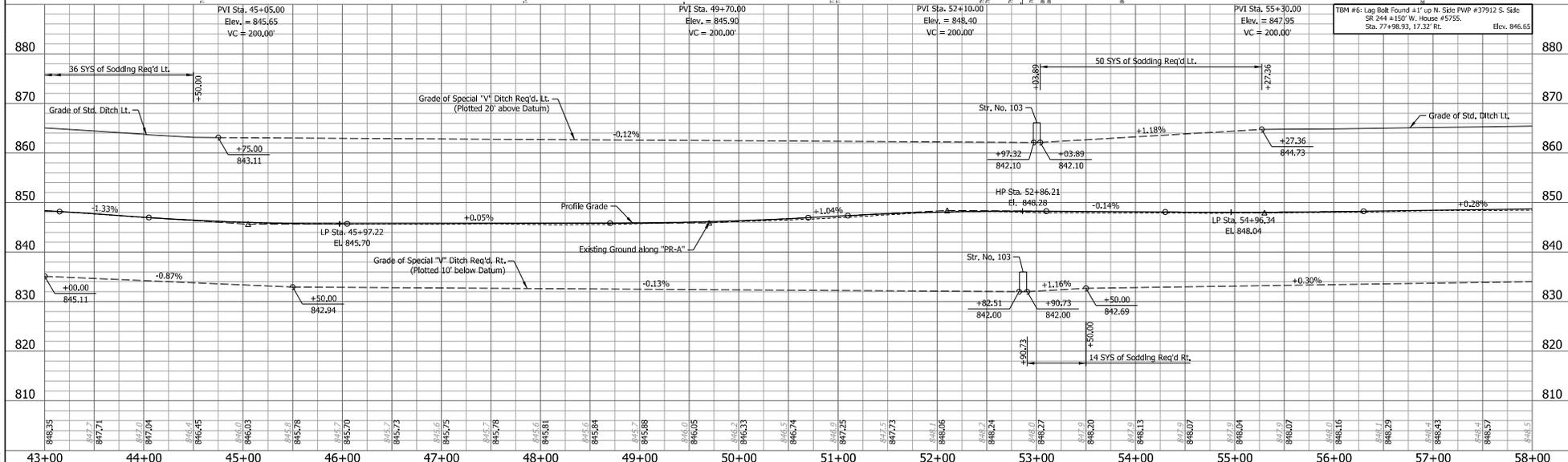
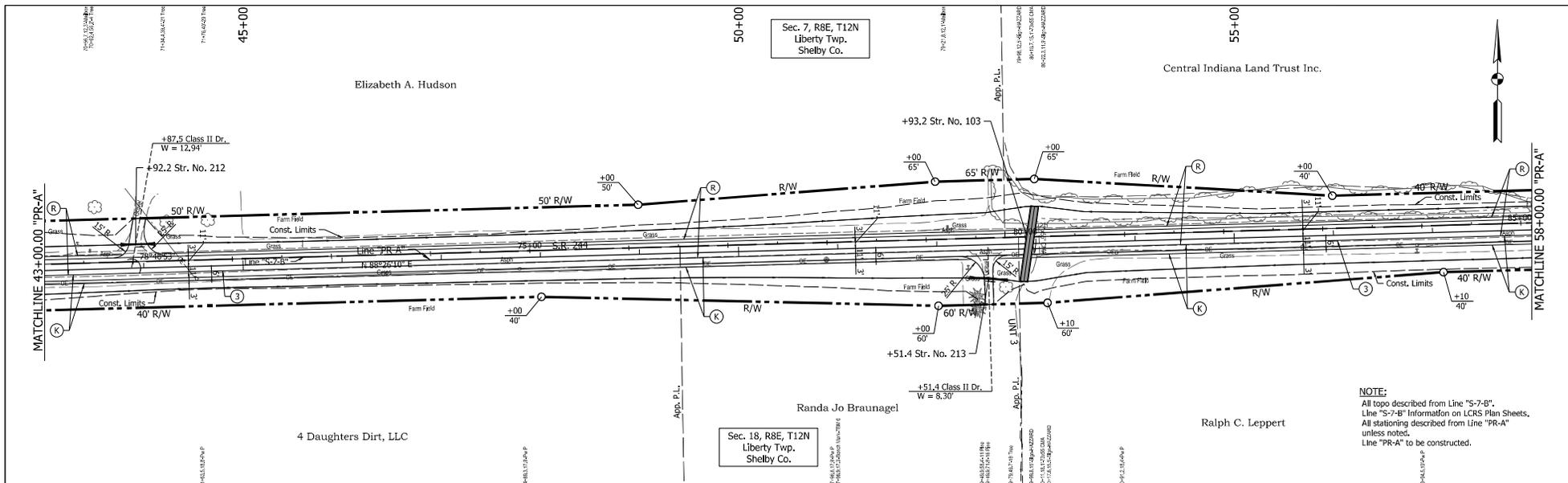
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 DATE PLOTTED: 4/22/2022  
 TIME PLOTTED: 3:53:59 PM



<p>LEGEND</p> <p>165 lb/syd QC/QA+HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd QC/QA+HMA, 2, 64, Intermediate 19.0 mm on Subgrade Treatment Type IC</p> <p>165 lb/syd QC/QA+HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd QC/QA+HMA, 2, 64, Intermediate 19.0 mm on Asphalt Milling, Variable (4" Max)</p> <p>165 lb/syd QC/QA+HMA, 2, 64, Surface, 9.5 mm on Milling, Asphalt, 1.5"</p> <p>Saw Cut Line</p>		<p>INDIANA DEPARTMENT OF TRANSPORTATION</p> <p>PLAN AND PROFILE S.R. 244 - LINE "PR-A"</p>	<p>HORIZONTAL SCALE 1" = 50'</p> <p>VERTICAL SCALE 1" = 10'</p> <p>SURVEY BOOK CONTRACT 18-42264</p>	<p>BRIDGE FILE DESIGNATION 1600801</p> <p>SHEETS 21 of 229</p> <p>PROJECT 1600801</p>

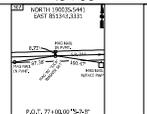


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**NOTE:**  
 All topo described from Line "S-7-B".  
 Line "S-7-B" Information on LCRS Plan Sheets,  
 unless noted.  
 All stationing described from Line "PR-A"  
 Line "PR-A" to be constructed.

- LEGEND**
- ① 165 lb/syd Q/C/Q+HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd Q/C/Q+HMA, 2, 64, Intermediate 19.0 mm on 660 lb/syd Q/C/Q+HMA, 2, 64, Base, 19.0 mm on Subgrade Treatment Type IC
  - ② 165 lb/syd Q/C/Q+HMA, 2, 64, Surface, 9.5 mm on Milling, Asphalt, 1.5"
  - ③ Saw Cut Line



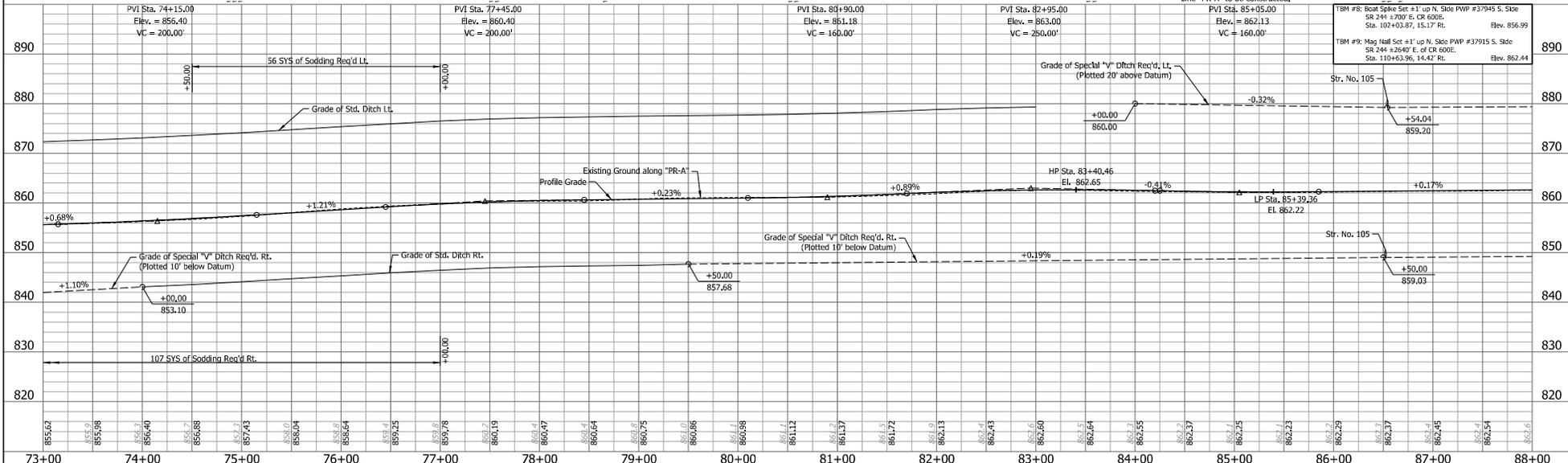
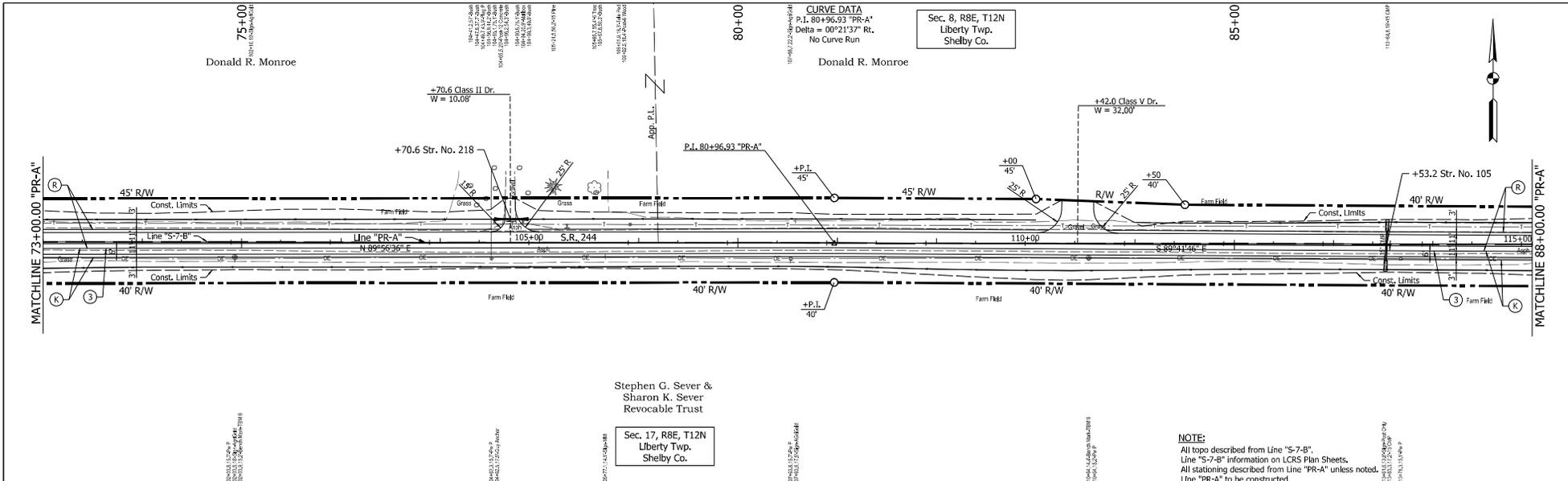
RECOMMENDED FOR APPROVAL \_\_\_\_\_ DATE \_\_\_\_\_  
 DESIGN ENGINEER  
 DESIGNED: JSS DRAWN: JSS  
 CHECKED: CJC CHECKED: CJC

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**  
  
**PLAN AND PROFILE**  
**S.R. 244 - LINE "PR-A"**

HORIZONTAL SCALE 1" = 50'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION 1600801
SURVEY BOOK	SHEETS 23 of 229
CONTRACT R-42264	PROJECT 1600801

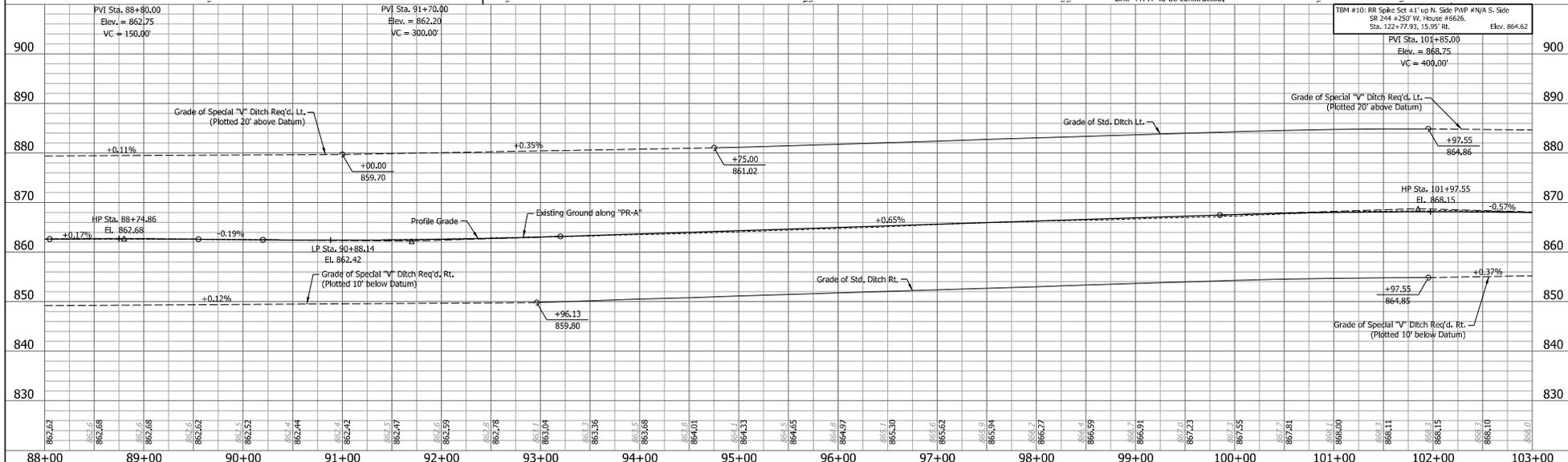
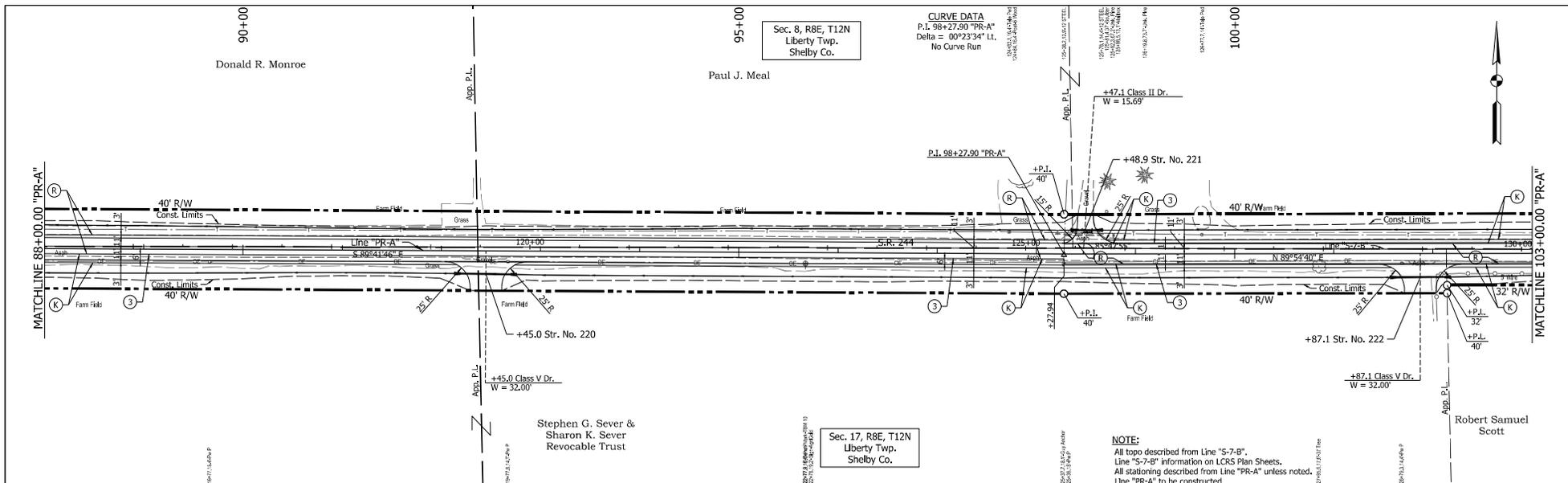


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 TIME PLOTTED: 3:59:24 PM



<b>LEGEND</b> (1) 165 lb/syd Q/C/QA+HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd Q/C/QA+HMA, 2, 64, Intermediate 19.0 mm on 660 lb/syd Q/C/QA+HMA, 2, 64, Base, 19.0 mm on Subgrade Treatment Type IC (2) 165 lb/syd Q/C/QA+HMA, 2, 64, Surface, 9.5 mm on Milling, Asphalt, 1.5" (3) Saw Cut Line				<b>INDIANA DEPARTMENT OF TRANSPORTATION</b> PLAN AND PROFILE S.R. 244 - LINE "PR-A"		HORIZONTAL SCALE 1" = 50' BRIDGE FILE	
DESIGNED: JSS CHECKED: CJC		DRAWN: JSS CHECKED: CJC		PROJECT R-42264 SHEETS 25 OF 229		DESIGNATION 1600801	

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 DATE PLOTTED: 4/22/2022  
 TIME PLOTTED: 3:55:43 PM



**LEGEND**

- ① 165 lb/syd Q/C/Q+HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd Q/C/Q+HMA, 2, 64, Intermediate 19.0 mm on 660 lb/syd Q/C/Q+HMA, 2, 64, Base, 19.0 mm on Subgrade Treatment Type IC
- ② 165 lb/syd Q/C/Q+HMA, 2, 64, Surface, 9.5 mm on Milling, Asphalt, 1.5"
- ③ Saw Cut Line



**RECOMMENDED FOR APPROVAL**

DESIGNED: SJS      DRAWN: SJS      DATE: \_\_\_\_\_

CHECKED: CJC      CHECKED: CJC

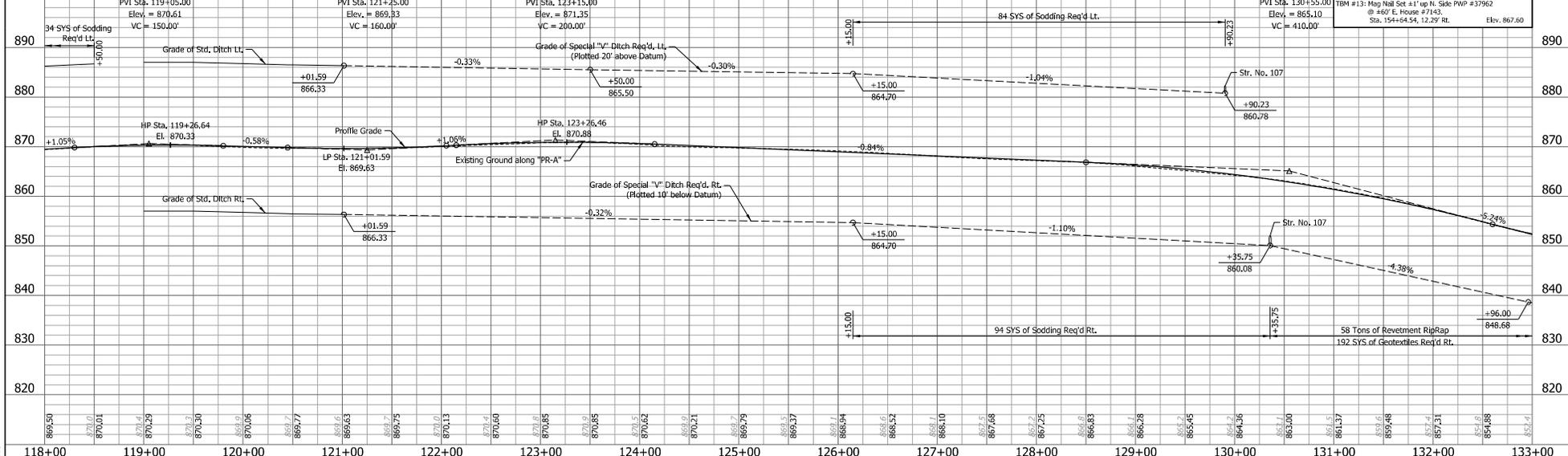
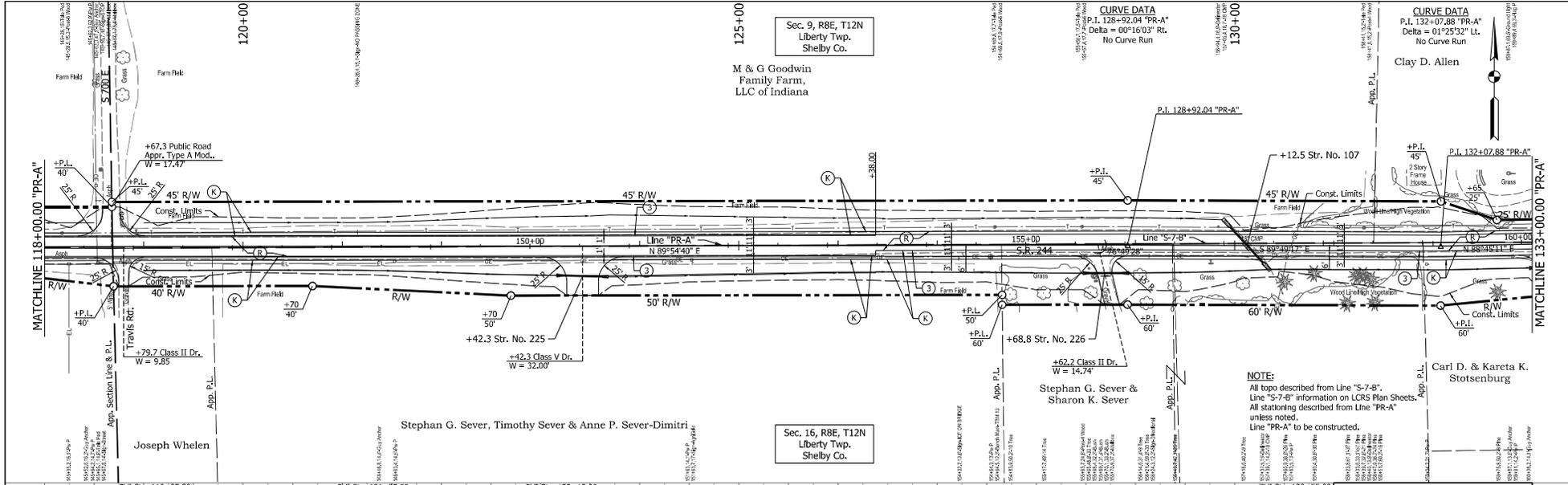
**INDIANA DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
**S.R. 244 - LINE "PR-A"**

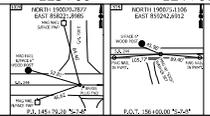
HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESIGNATION
1" = 10'	1600801
SURVEY BOOK	SHEETS
	26 of 229
CONTRACT	PROJECT
R-42264	1600801



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 TIME PLOTTED: 3:55:01 PM



- LEGEND**
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  - 165 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on Asphalt Milling, Variable (4" Max)
  - 165 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm on Milling, Asphalt, 1.5"
  - Saw Cut Line



Sec. 9, R8E, T12N  
 Liberty Twp.  
 Shelby Co.

M & G Goodwin  
 Family Farm,  
 LLC of Indiana

Sec. 16, R8E, T12N  
 Liberty Twp.  
 Shelby Co.

Stephan G. Sever, Timothy Sever & Anne P. Sever-Dimitri

**CURVE DATA**  
 P.I. 128+92.04 "PR-A"  
 Delta = 0°12'53"21" Lt.  
 No Curve Run

**CURVE DATA**  
 P.I. 132+07.88 "PR-A"  
 Delta = 0°12'53"21" Lt.  
 No Curve Run

**NOTE:**  
 All topo data from Line "S-7-B".  
 Line "S-7-B" information on LCRS Plan Sheets.  
 All stationing described from Line "PR-A"  
 unless noted.  
 Line "PR-A" to be constructed.

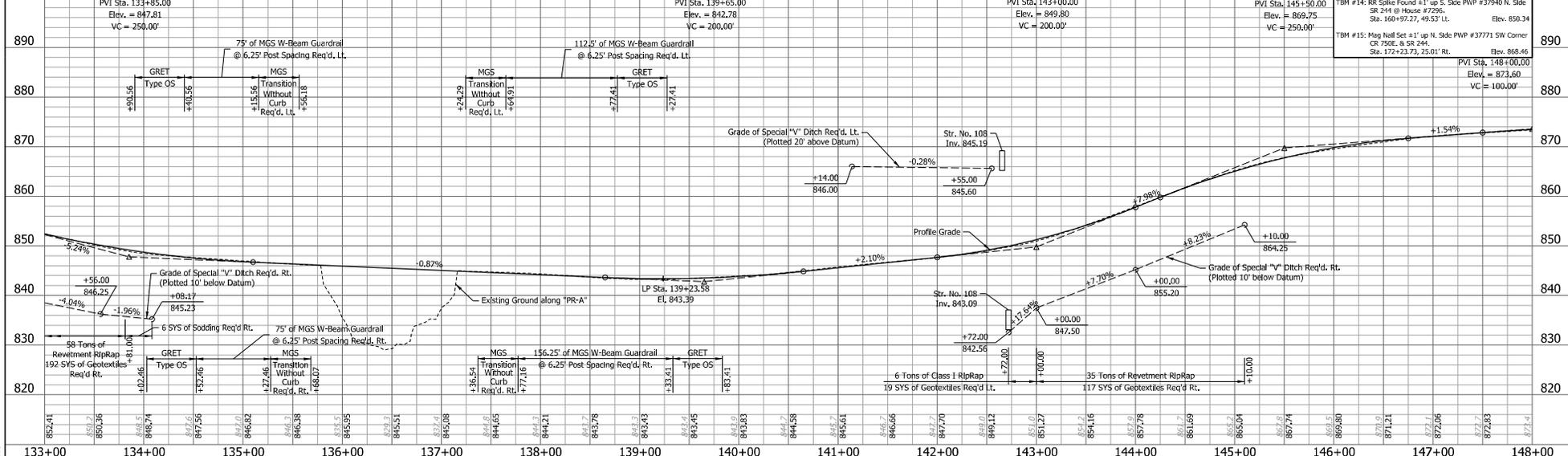
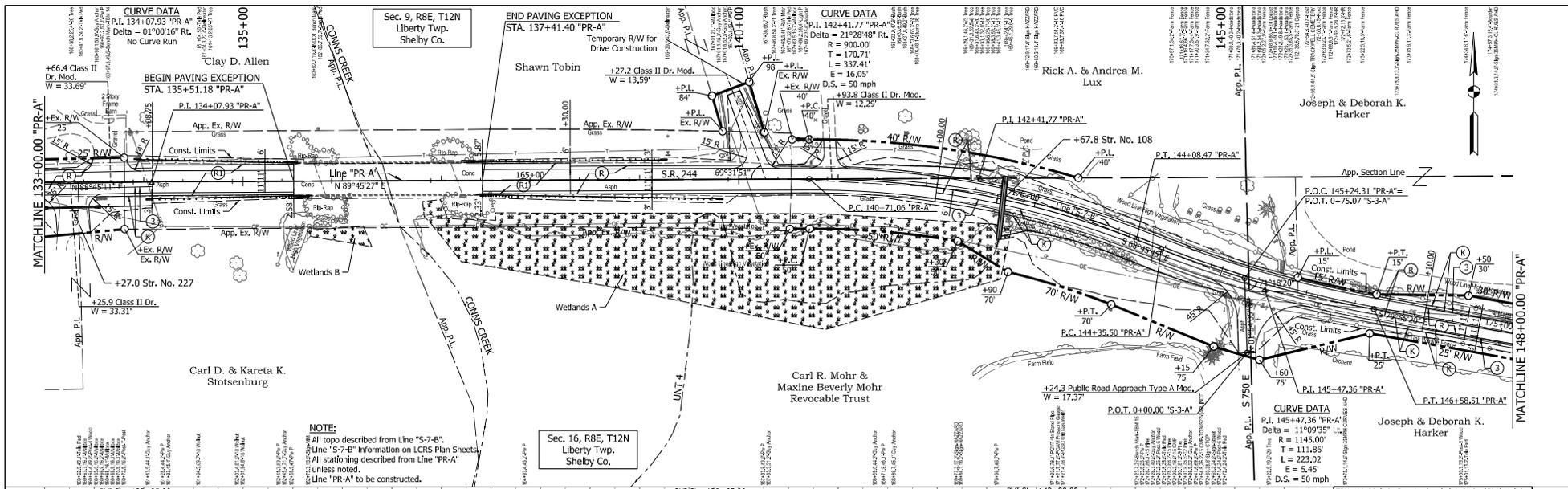
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SIS	DRAWN: SIS	
CHECKED: CJC	CHECKED: CJC	

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
**S.R. 244 - LINE "PR-A"**

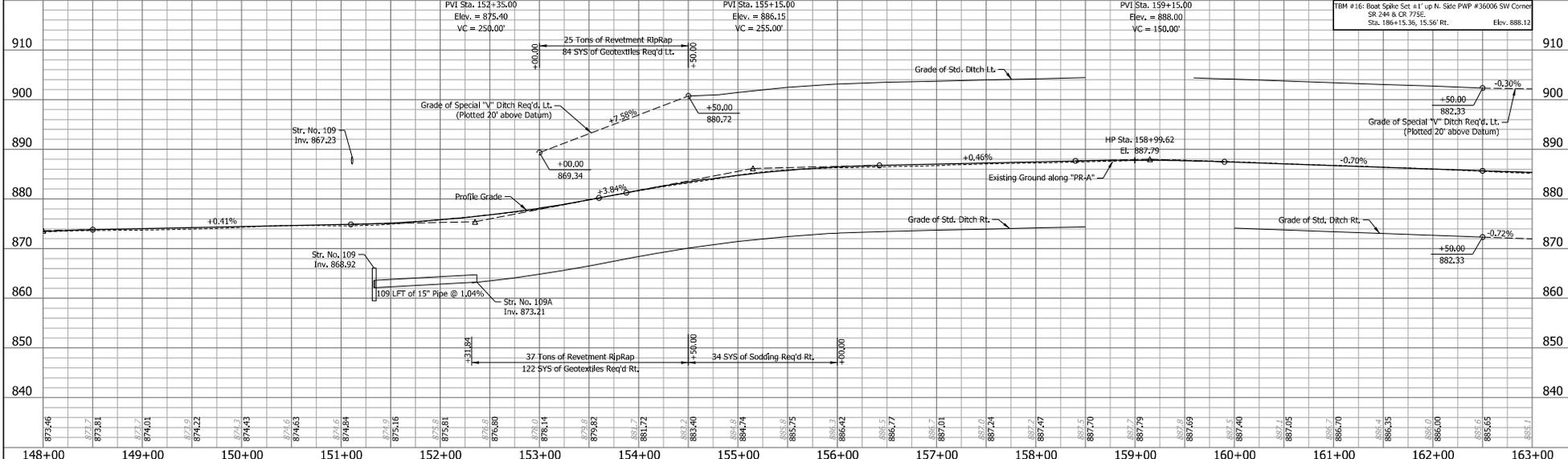
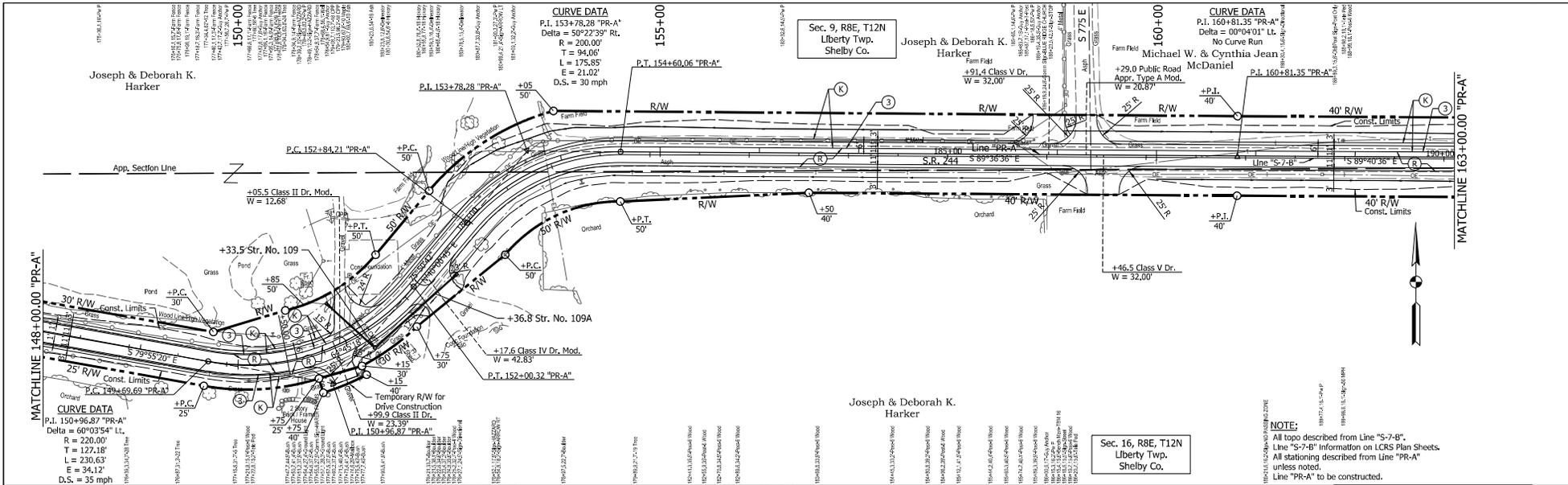
HORIZONTAL SCALE 1" = 50'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION 1600801
SURVEY BOOK	SHEETS 28 of 229
CONTRACT R-42264	PROJECT 1600801

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 DATE PLOTTED: 4/22/2022  
 TIME PLOTTED: 3:55:10 PM



<p><b>LEGEND</b></p> <p>155 Riprap QOQ+HMA, 2.64 Surface, 5.5 mm on 275 Riprap QOQ+HMA, 2.64 Intermediate, 30.0 mm on 650 Riprap QOQ+HMA, 2.64 Base, 19.0 mm on Subgrade Treatment Type II</p> <p>155 Riprap QOQ+HMA, 5.64 Surface, 5.5 mm on 275 Riprap QOQ+HMA, 2.64 Intermediate, 19.0 mm on Asphalt HWY, Variable (4" Max)</p> <p>155 Riprap QOQ+HMA, 2.64 Surface, 5.5 mm on HWY, Asphalt, 1.2"</p>	<p><b>INDIANA DEPARTMENT OF TRANSPORTATION</b></p> <p>RECOMMENDED FOR APPROVAL</p> <p>DESIGNED: SIS      DRAWN: SIS</p> <p>CHECKED: CJC      CHECKED: CJC</p>	<p><b>PLAN AND PROFILE</b></p> <p>S.R. 244 - LINE "PR-A"</p>	<p><b>INDIANA DEPARTMENT OF TRANSPORTATION</b></p> <p>HORIZONTAL SCALE: 1" = 50'</p> <p>VERTICAL SCALE: 1" = 10'</p> <p>SURVEY BOOK: 29</p> <p>CONTRACT: R-42264</p>	<p><b>BRIDGE FILE</b></p> <p>DESIGNATION: 1600801</p> <p>SHEETS: 1 of 229</p> <p>PROJECT: 1600801</p>
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 DATE PLOTTED: 4/22/2022  
 TIME PLOTTED: 3:55:20 PM



- LEGEND**
- ① 165 lb/syd Q/C/A-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd Q/C/A-HMA, 2, 64, Intermediate 19.0 mm on 660 lb/syd Q/C/A-HMA, 2, 64, Base, 19.0 mm on Subgrade Treatment Type IC
  - ② 165 lb/syd Q/C/A-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd Q/C/A-HMA, 2, 64, Intermediate 19.0 mm on Asphalt Milling, Variable (4\"/>

- ③ 165 lb/syd Q/C/A-HMA, 2, 64, Surface, 9.5 mm on Milling, Asphalt, 1.5\"/>
- ④ Saw Cut Line



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SJS	DRAWN: SJS	
CHECKED: CJC	CHECKED: CJC	

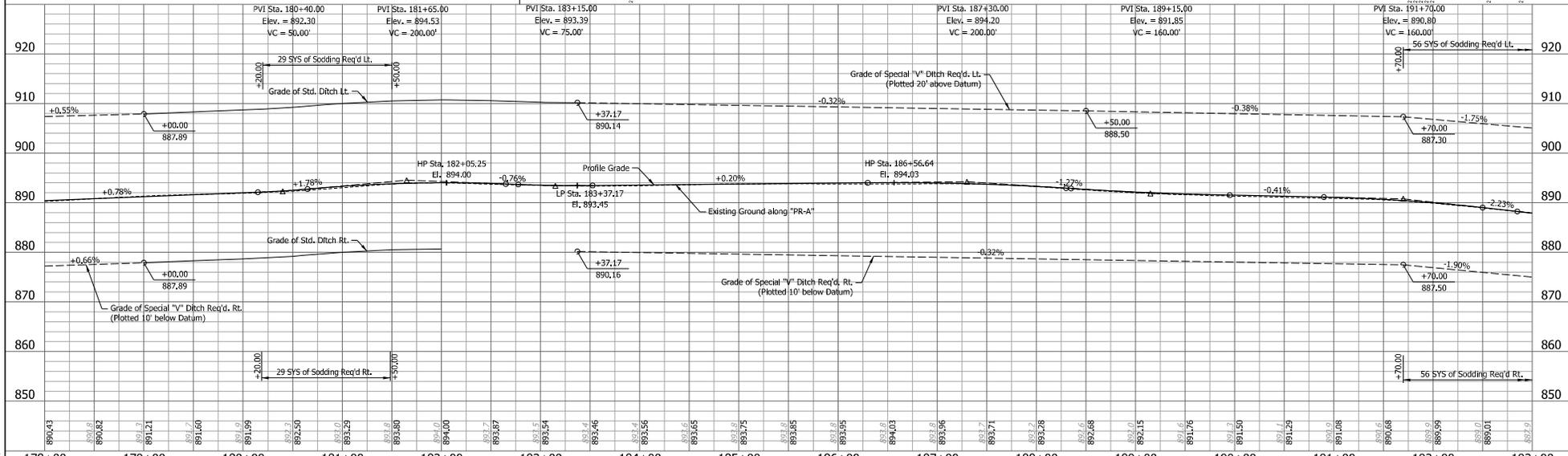
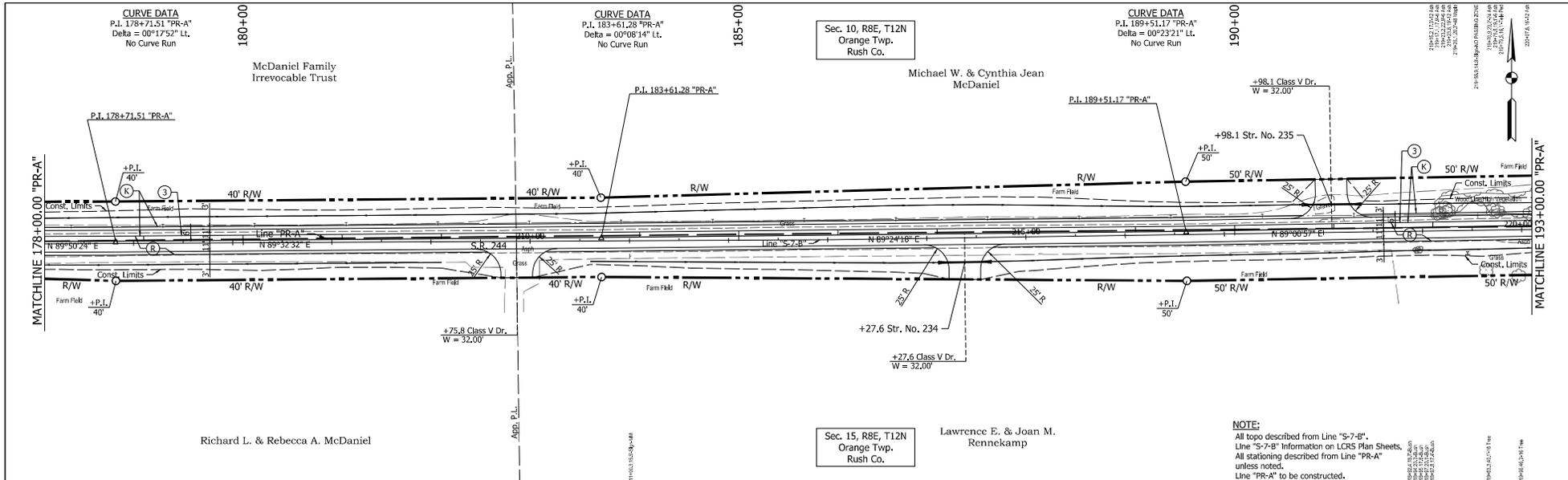
**INDIANA**  
 DEPARTMENT OF TRANSPORTATION

**PLAN AND PROFILE**  
 S.R. 244 - LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
1" = 10'	1600801
SURVEY BOOK	SHEETS
30	of 229
CONTRACT	PROJECT
R-42264	1600801

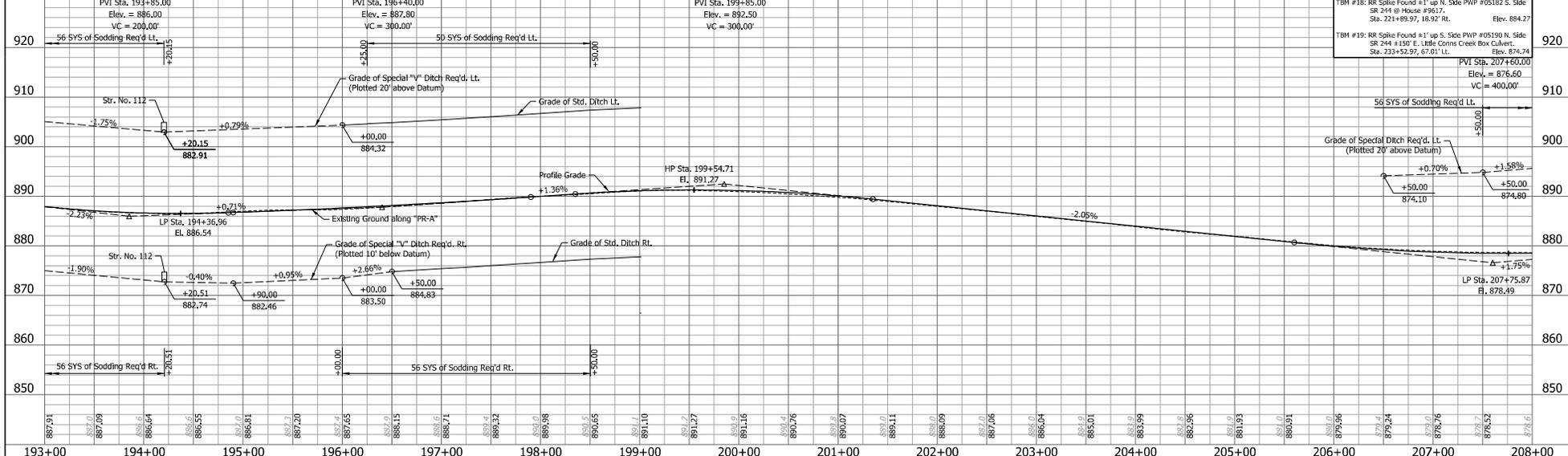
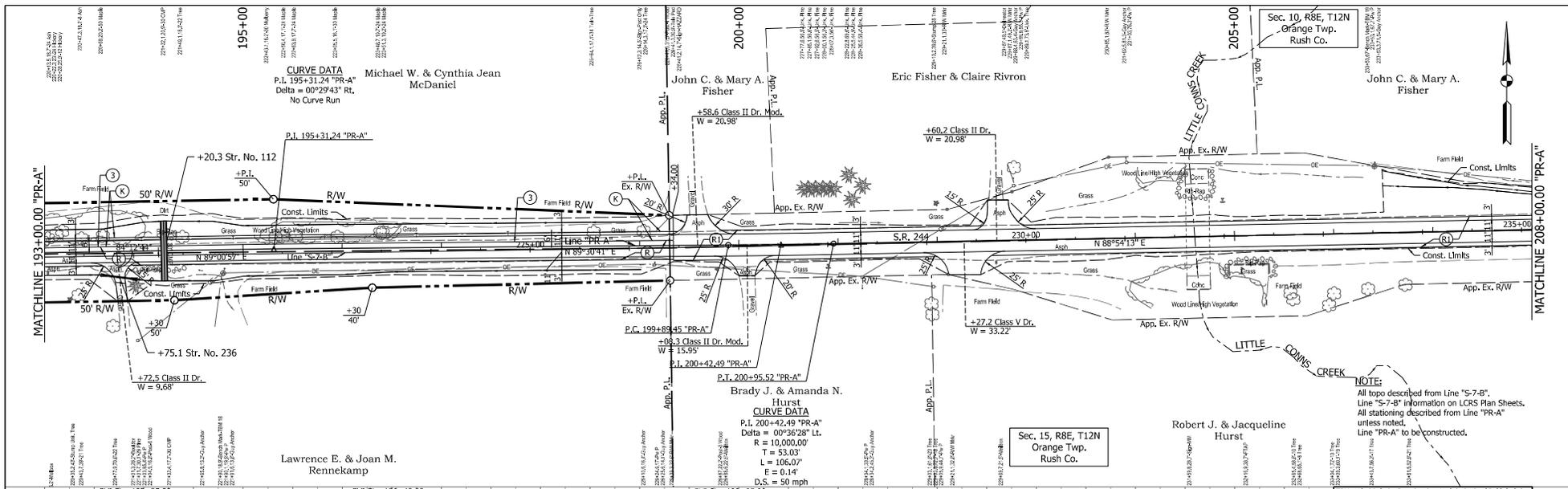


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 TIME PLOTTED: 3:55:39 PM



<b>LEGEND</b> 1 165 lb/syd CC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd CC/QA-HMA, 2, 64, Intermediate 19.0 mm on 660 lb/syd CC/QA-HMA, 2, 64, Base, 19.0 mm on Subgrade Treatment Type IC 2 165 lb/syd CC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd CC/QA-HMA, 2, 64, Intermediate 19.0 mm on Asphalt Milling, Variable (4" Max) 3 165 lb/syd CC/QA-HMA, 2, 64, Surface, 9.5 mm on Milling, Asphalt, 1.5" 4 Saw Cut Line			<b>INDIANA DEPARTMENT OF TRANSPORTATION</b> PLAN AND PROFILE S.R. 244 - LINE "PR-A"	HORIZONTAL SCALE 1" = 50' VERTICAL SCALE 1" = 10' SURVEY BOOK CONTRACT R-42264	BRIDGE FILE DESIGNATION 1600801 SHEETS 32 of 229 PROJECT 1600801
RECOMMENDED FOR APPROVAL DESIGNED: SIS CHECKED: CJC	DESIGN ENGINEER DRAWN: SIS CHECKED: CJC	DATE  			

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 DATE PLOTTED: 4/22/2022  
 TIME PLOTTED: 3:55:48 PM



**LEGEND**

① 165 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on 660 lb/syd QC/QA-HMA, 2, 64, Base, 19.0 mm on Subgrade Treatment Type IC	② 165 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on Asphalt Milling, Variable (4" Max)
③ 165 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm on Milling, Asphalt, 1.5"	④ Saw Cut Line

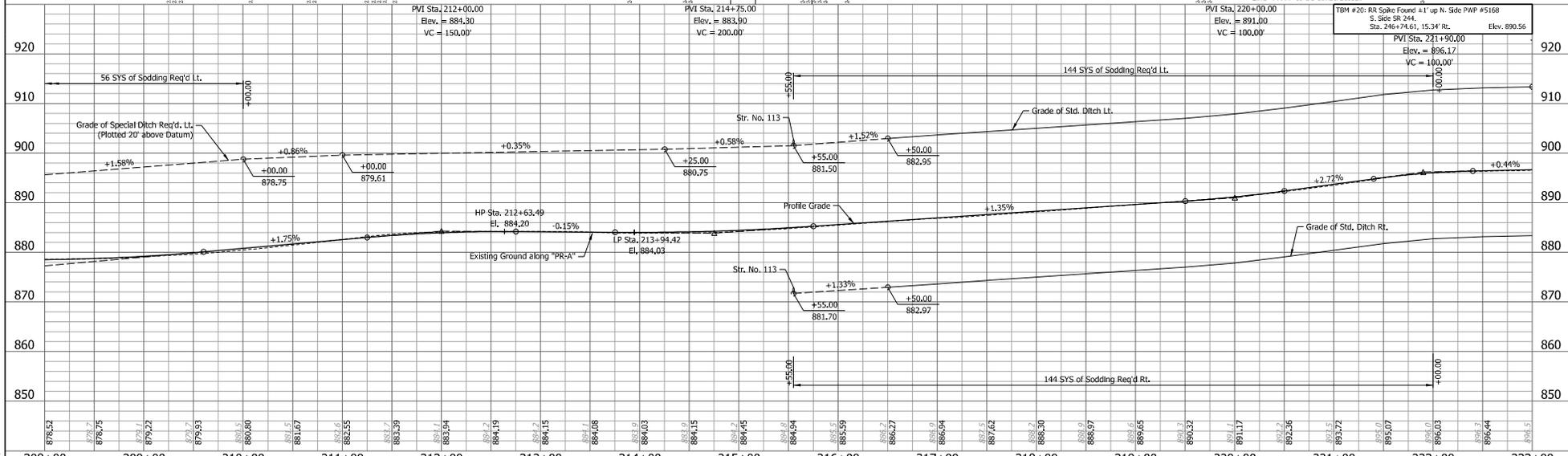
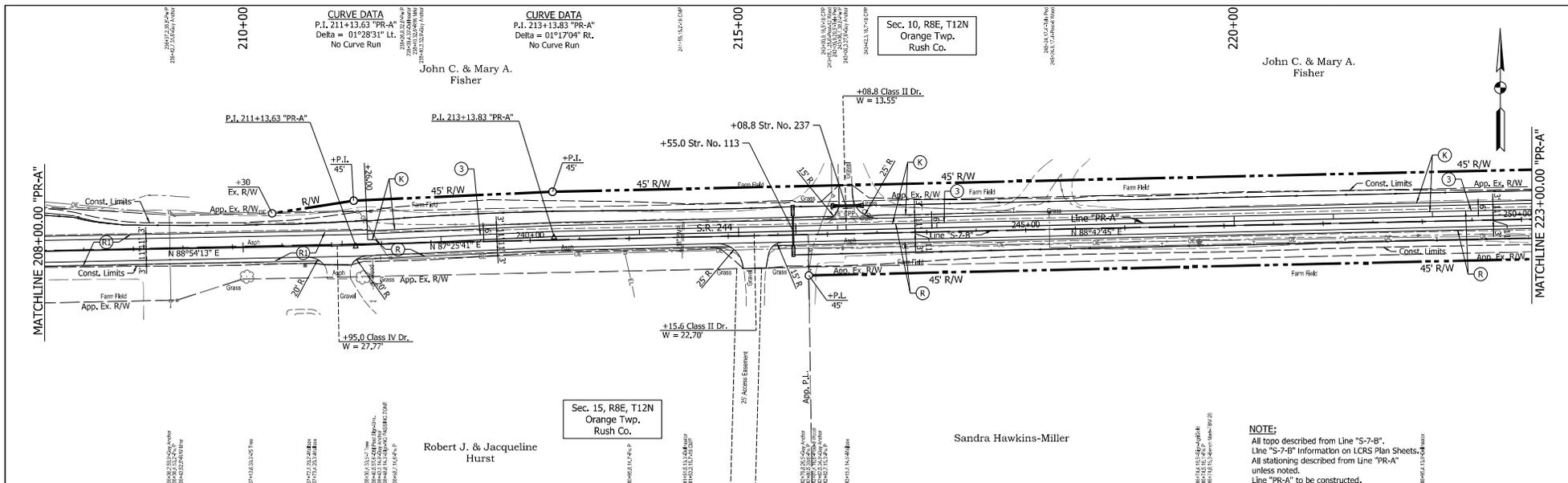
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SIS	DRAWN: SIS	
CHECKED: CJC	CHECKED: CJC	

**INDIANA  
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE  
S.R. 244 - LINE "PR-A"**

HORIZONTAL SCALE 1" = 50'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION 1600801
SURVEY BOOK	SHEETS 33 of 129
CONTRACT 14-42264	PROJECT 1600801

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- LEGEND**
- (A) 165 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm on 660 lb/syd QC/QA-HMA, 2, 64, Base, 19.0 mm on Subgrade Treatment Type 1C
  - (B) 165 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm on Milling, Asphalt, 1.5"
  - (C) Saw Cut Line



RECOMMENDED FOR APPROVAL \_\_\_\_\_ DATE \_\_\_\_\_

DESIGNED: SJS DRAWN: SJS

CHECKED: CJC CHECKED: CJC

INDIANA  
DEPARTMENT OF TRANSPORTATION

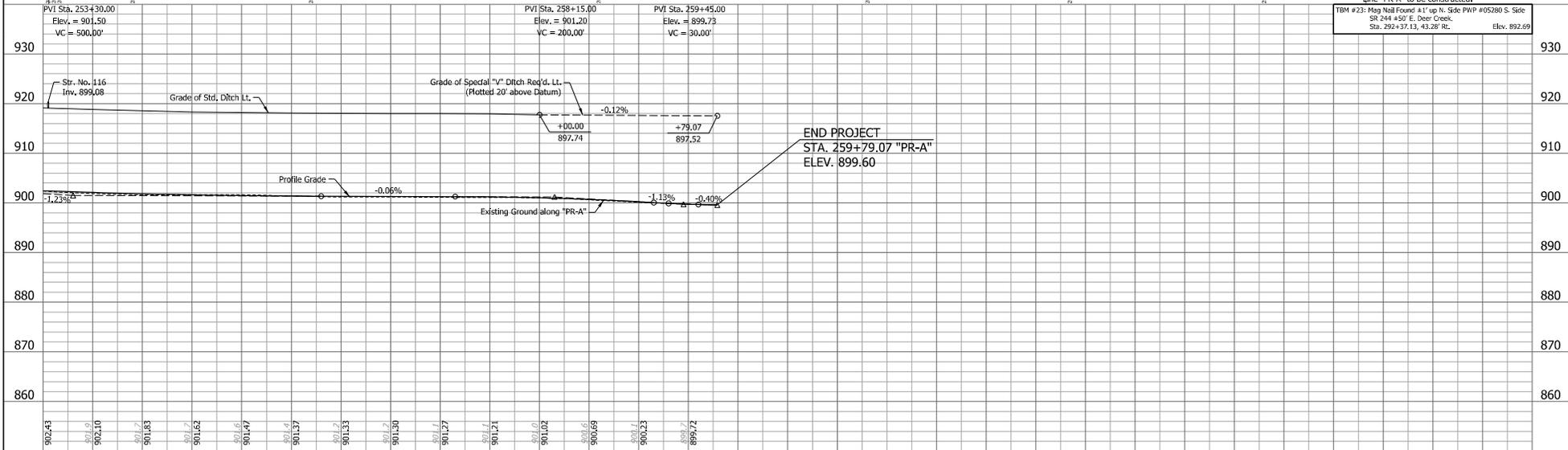
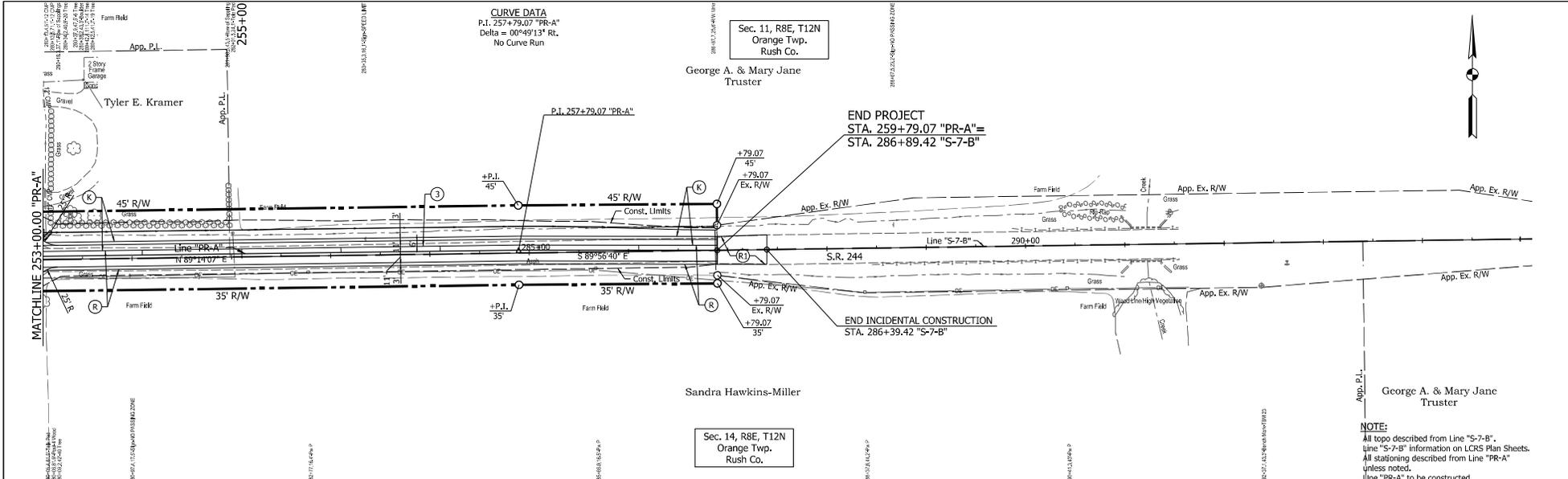
**PLAN AND PROFILE  
S.R. 244 - LINE "PR-A"**

HORIZONTAL SCALE 1" = 50'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION 1600801
SURVEY BOOK	SHEETS 34 of 229
CONTRACT R-42264	PROJECT 1600801





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 DATE PLOTTED: 4/22/2022  
 TIME PLOTTED: 3:56:26 PM



<p><b>LEGEND</b></p> <p>① 165 lb/syd Q/C/QA-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd Q/C/QA-HMA, 2, 64, Intermediate 19.0 mm on 660 lb/syd Q/C/QA-HMA, 2, 64, Base, 19.0 mm on Subgrade Treatment Type IC</p> <p>② 165 lb/syd Q/C/QA-HMA, 2, 64, Surface, 9.5 mm on 275 lb/syd Q/C/QA-HMA, 2, 64, Intermediate 19.0 mm on Asphalt Milling, Variable (4" Max)</p> <p>③ 165 lb/syd Q/C/QA-HMA, 2, 64, Surface, 9.5 mm on Milling, Asphalt, 1.5"</p> <p>④ Saw Cut Line</p>		<p>RECOMMENDED FOR APPROVAL _____ DATE _____</p> <p>DESIGNED: SJS _____ DRAWN: SJS _____</p> <p>CHECKED: CJC _____ CHECKED: CJC _____</p>	<p><b>INDIANA</b> DEPARTMENT OF TRANSPORTATION</p> <p><b>PLAN AND PROFILE</b> S.R. 244 - LINE "PR-A"</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>HORIZONTAL SCALE</td> <td>BRIDGE FILE</td> </tr> <tr> <td>1" = 50'</td> <td></td> </tr> <tr> <td>VERTICAL SCALE</td> <td>DESIGNATION</td> </tr> <tr> <td>1" = 10'</td> <td>1600801</td> </tr> <tr> <td>SURVEY BOOK</td> <td>SHEETS</td> </tr> <tr> <td></td> <td>37 of 229</td> </tr> <tr> <td>CONTRACT</td> <td>PROJECT</td> </tr> <tr> <td>14-42264</td> <td>1600801</td> </tr> </table>	HORIZONTAL SCALE	BRIDGE FILE	1" = 50'		VERTICAL SCALE	DESIGNATION	1" = 10'	1600801	SURVEY BOOK	SHEETS		37 of 229	CONTRACT	PROJECT	14-42264	1600801
HORIZONTAL SCALE	BRIDGE FILE																			
1" = 50'																				
VERTICAL SCALE	DESIGNATION																			
1" = 10'	1600801																			
SURVEY BOOK	SHEETS																			
	37 of 229																			
CONTRACT	PROJECT																			
14-42264	1600801																			